

Scale AVIATION Modeller International



Fokker D.VII



Kingcobra



Mistel 2

Hawker Tempest

by Richard J. Caruana



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Volume 8 Issue 12 December 2002 £3.50



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Samples for Review
Scale Aviation Modeller International is always happy to review new products within its pages. Any item which you feel is appropriate will be given due consideration for inclusion in the magazine. Any company, trade representative, importer, distributor or shop which wishes to have products reviewed within Scale Aviation Modeller International should send them directly to the editorial address and clearly mark them for the attention of the Editor. Confirmation of receipt of the samples will be supplied if requested. For all international companies the above applies, but please ensure that the package is clearly marked for customs as a 'sample, free of charge' to reduce the risk of unnecessary delays. Thank you.

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Seven Year Itch!

Yes, this edition marks the end of the eight year of this title, but my seventh as editor. Usually a 'seven year itch' means you act oddly or irrationally, but that is me on a good day!

A great deal has happened in the last twelve months, as you may be aware SAM Publications acquired Scale Models International from Nexus in late-2001 and we also launched our sister magazine, Model Aircraft Monthly, at the same time. These new titles have had little effect on the quality and depth of Scale Aviation Modeller International and amazingly we have once again given you 100 pages a month, when all other modelling titles are struggling to offer more than 50 to 60 pages a month! The annual subscription rate has remained at just £33.00 for another year, although with this edition we have been forced to increase it slightly, although it is still not as high as buying each copy in the shops. 2001 saw us giving you 1184 pages and this year we have reached the magic 1200, I can only wonder at how many pages we would truly need to include everything I wanted each month (probably about 25,000!)

Thanks

As always at this time of year I would like to extend a word of thanks to a great many people associated with this title, but the list would be endless, so for now I will concentrate on those contributors who make our title what it is.

Richard J. Caruana - As always a special word of thanks to Richard whose work graces our magazine on a regular basis. I am sure all of you would like to thank Richard for his work and I would

certainly like to include mine, and the crew's thanks for all his hard work over the past year.

This year's major article authors have included (listed in the order in which they appeared); Cesare Pigliapoco (Italy), Dai Williams (UK), John 'Tigger' Wilkes (UK), Nicholas J. Wigman (UK), Randy Lutz (Canada), John McIlmurray (UK), David Francis (UK), Peter Fearis (UK), Gary Hatcher (UK), Libor Maly (Czech Republic), Frank T. Cuden (USA), Ian Huntley (UK), Paul Lawson (UK), Simon Snape (UK), Jacques Niot (France), John Stokes (UK), Michael Cook (UK), Wojciech Butrycz (Poland), Steven J. Corvi (USA), Dave Osbourne (UK), Bill Clark (UK), Neil Pinchbeck (UK), Harold Offield (USA), Trevor Pask (UK), Phil Gourgues (France) and Angus McDonald (UK).

Some of these are relatively new contributors, and my thanks to them for taking the time to put their work into written form so other modellers could enjoy and learn from it. The most prolific this year is once again Nicholas J. Wigman with no less than nine feature articles in twelve editions. Well done Nick!

Reviewers

A big vote of thanks must go to our Review Team. With well over 100 in the team now, there are far too many to list them all here, but a word of thanks to the following who were busy for us during 2001.

Paul Janicki, Paul Gold, Mike J. Kingsley, Simon Snape, Paul G. Gilson, Peter Fearis, Rod Holland, Simon Batchelor, Michael Cook, Stuart Mackenzie, Paul R. Harrison, Andrew R. Thomas,

Mark Chadbourne, Matthew Cripps and Chris Busbridge. Paul Janicki has been the most prolific this year (how do you do it Paul?), closely followed by Mike J. Kingsley. You will see some new names here and I am delighted to say a few new names have joined the team in 2002, but if there are any more of you out there who think you would like a go at reviewing, please drop me a line.

Throughout the year we have reviewed over 100 models in the standard review format and it is all down to the Review Team that we can do this - Thank you gentlemen.

Manufacturers

A big word of thanks to the hundreds of firms that have supplied us with products for evaluation throughout the year. To list all of these firms would fill about four pages, so I will just extend a big vote of thanks to all of them for their support. We have been fortunate in always enjoying good relations with the major firms in this industry, and although once again there have been some upheavals this year within the hobby as a whole, I am delighted to say that the manufacturers and their UK distributors have remained as supportive as ever toward this title. It always amazes me just how many new names we cover each year, and 2002 has been no different. We have featured products from a mass of new names in the hobby, and to all those new firms I would like to say thank you, and good luck in your venture.

The Future

Each year I look backwards to what we have already achieved, then try and spend a few minutes considering the future. Now that we have 100 pages a month there is little expansion that we can consider, otherwise the title will become just too big to be viable (postage etc). Before any of you ask though, no I won't do this magazine fortnightly! Every year a number of you ask for this and my sanity is already thin, and my hair even thinner, so this one is definitely out!

What we must do for 2003 is expand the coverage we offer and to do this I need to hear from more contributors, for both articles and reviews. I also need to hear from people who

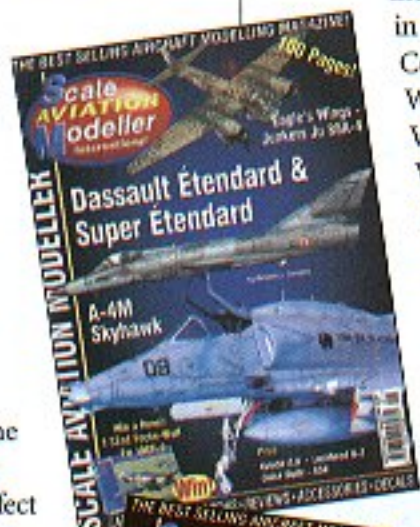
can help with technical data on all aircraft types, specifically 'walk-around' style photographic coverage of aircraft (all eras and nations). If you feel you fit any of these categories, drop me a line at the editorial address.

Finally

To the Production Team that puts this title together each month, Lynette for saving me from the mail and setting all those articles!, the contributors and reviewers and all our readers worldwide, many, many thanks.

Here's to Volume 9!

Richard A. Franks
Group Editor
SAM Publications



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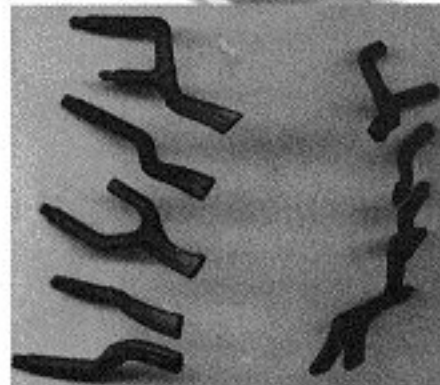


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ent72146	Wright DC-3 conversion kit	\$8.25
ent72154	Alfa Romeo 128	\$8.25
ent72158	CW R-2800 BB Series 1900 hp	\$2.95

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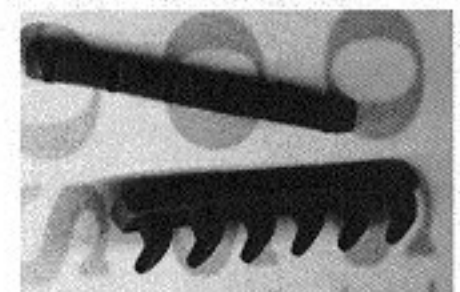
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mos4850	PBY Catalina 'Fish Tail' Pipes	\$11.60
mos4859	Spitfire Mk.V, VI, VII Pipes	\$10.00
mos4861	Fw.190A-0 to A-4/F-1/G-1	\$10.00
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CORRECTION

In our Preview section in the October edition (Vol.8/Iss. 10) we gave the number of decal options in two Roden kits incorrectly. They should have been as follows...

Albatros D.III (Oeffag s.53.2)
Decal Options: 6

Albatros D.III (Oeffag s.153 Late)
Decal Options: 13

We also quoted the kit number for the Roden An-12BK as being 012, when it is in fact 042.

Apologies to Roden and our readership for any inconvenience this may have caused. - Group Editor

Azur

1/72nd

The Martin Baltimore Mk I/II (#7225/£14.45) is the most recent release from this manufacturer.



Broplan

1/72nd

The most recent kit in this scale from Broplan is the Piper L-18C Super Cub (#MS-82) which features vac-formed and injection moulded plastic components.

This will be followed by the Piper L-21 Super Cub and Savoia-Marchetti SM.87 floatplane.



Eastern Express

1/72nd

New and reissued kits from this manufacturer include the MiG-21-93 (#72117/£6.95) and the ex-M-Avia Beriev MBR-2bis floatplane (#72131/£9.95).



A-Model

1/72nd

New kits in this scale to look forward to from A-Model in 2003 will include the Antonov An-71 AWACS, Avro 504K single-seat night fighter, PZL-104 Wilga with floats, Tupolev Tu-142MR2, Tupolev Tu-142R, Yak-1 [late version], Yak-17UTI, Yak-28I, Yak-50, Yak-52, Yak-53 and Yak-130D.

Flying Machine

1/48th

Now readily available in the UK is the limited-run kit of the Reggiane Re.2005 Sagittario (#48001/£29.95) from this manufacturer.



Hasegawa

1/144th

The only new item due in this scale over the next few months is the YS-11 'Japanese Coast Guard, Old Paint' (#10643/¥1800).

1/72nd

October releases in Japan included the Focke-Wulf Fw 190D-9 'The Fall of the Reich' (#00375/¥1400), Mitsubishi A6M3 Type 22 'Rabaul' (#00377/¥1400), Nakajima B5N2 Kate '3rd Air Wing' (#00378/¥1400), BAe Harrier GR.7 'RAF' (#00380/¥1400) and Fuji T-4 'Blue Impulse 2002' (#S11/¥1000).

Having mentioned the all-new tooling of the N.A. B-25J Mitchell (#E16/¥3200) last month, we can now update you and advise you that its release date will be during the first quarter of 2003.



November releases in Europe will include the Focke-Wulf Fw 190F-8 'Hungarian Air Force' (#00390/¥1400), N.A. P-51D Mustang 'Glamorous Glennis' (#00391/¥1400), CT-133

Silver Star 'Black Knights'

(#00392/¥1400), Mitsubishi F-2B '4th Fighter Group' (#00393/¥1600), McD D F-4S Phantom II 'USS Midway' (#00394/¥2400) and Lockheed P-38J Lightning 'Yippee' (#00395/¥1400).



The December release schedule for Europe will comprise the G.D. F-111G Aardvark 'Australian Air Force' (#00396/¥2400), Grumman F4F-3 'Wildcat Aces' (#00397/¥1400), Dassault Mirage F.1C 'Normandie-Niemen 60th Anniversary' (#00398/¥1400), F/A-18C Hornet 'Chippy-Ho! 2001' (#00399/¥1600), Grumman F11F-1 Tiger 'VF-121 Peacemakers' (#00601), F4U-2 Night Corsair 'VMF(N)-532' (#00602), Mitsubishi G3M2/3 Type 96 'Houkoku' (#00603), McD D QF-4N Phantom 'Drone' (#00604), Nakajima B5N2 'Pearl Harbor Torpedo Command' (#00605), Focke-Wulf Fw 190A-5 'J. Priller' (#00607), Nakajima Ki-43-II '54th Flight Regiment' (#00608), V.S. Spitfire Mk IX 'No.316 Squadron' (#00610) and G.D. F-16C 'Wisconsin ANG' (#00611).



Italeri

1/72nd

Recent releases from this manufacturer include the Macchi C.205 Veltro (#1227/£2.99) and Grumman F6F-5 Hellcat (#1228/£2.99).

1/48th

Reissued in this scale is the ex-Esci Dassault Mirage F.1CT/CR (#1T2618/£9.99) which features new parts and weapons as well as markings for E.C.1/30, E.C.1/13, E.R.1/33 and E.R.33 machines.



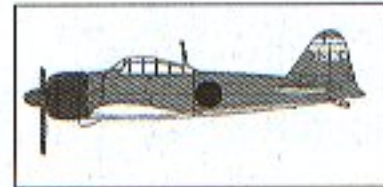
1/48th

Due for release in Europe during November are the Grumman F6F-5N 'VMF(N)-541' (#09447/¥2400), Arado Ar 234B-2/N Nightfighter (#JT85/¥3400), Fuji T-4 'Blue Impulse 2002' (#PT16/¥2200), Nakajima Ki-43-II 'Motorised' (#SP248/¥3400), AH-64D Apache 'JGSDF' (#09452/¥3000), Hawker Hurricane Mk I 'Douglas Bader' (#09453/¥2400) and F/A-18C Hornet 'Chippy-Ho! 2001' (#09455/¥5800).





Due for release during December are the all-new tooling of the Nakajima C6N1 Saiun 'Myrt' (#JT84/Y2400), as well as the A-4SU Super Skyhawk 'Black Knights' (#09456/Y3000), Spitfire Mk VIII 'USAF' (#09457/Y2400), Lockheed F-104J Starfighter '204 Sqn 20th Anniversary' (#09458/Y2600), Bf 109F-4 'North Africa' (#09459/Y2400), Mitsubishi A6M5c Zero Fighter 52 Hei 'Jinrai Troop' (#09460/Y2400) and F4U-5 Corsair 'Reserve' (#09461/Y2400).



Kits due for release in late December or early next year in this scale will include the McDD British Phantom FG.1 '25th Anniversary' (#09462), N.A. P-51D Mustang 'IDF' (#09463), Hawker Typhoon Mk Ib 'No.193 Squadron' (#09464), LTV A-7E Corsair 'VA-195 Dambusters' (#09465), F-16D Brakeet 'IDF' (#09466), Nakajima Ki-43-II '25th Flight Regiment' (#09467), Messerschmitt Bf 109G-10 'Reich Defence' (#09468), Hellcat Mk II 'Royal Navy' (#09469), Hawker Hurricane Mk I 'Squadron Leader' (#09470) and F-15A/C Eagle 'IDF' (#09471).

The all-new tooling of the F-8E Crusader (#PT25/Y3200) has been confirmed with a first quarter of 2003 release schedule, although at present we have no idea of a UK retail price.



1/32nd

The only other new item due in this scale for release in Japan during October is the Messerschmitt Bf 109G-4 'Hartmann' (#08135/Y4300) with both JG53 and JG54 decal options.

This will be followed by the Messerschmitt Bf 109E-4/Trop 'JG27' (#08136/Y3200) and North American F-86F-40 Sabre 'JASDF' (#08137).



1/16th

Due back again before the end of the year in this scale are the 'Museum Model' Fokker Dr.I (#ZX3/Y69800) and Wright Flyer I (ZX4/Y19800).

Panda Models

1/144th

The first releases from this Chinese manufacturer in this scale are the B-1B Lancer 'SAC' and 'ACC', both of which should be available by the time you read this.

Due for release in 2003 from Panda are the C-130A 'Vietnam', C-130H 'MAC', C-130H 'NATO', MC-130H Hercules, B-1B Lancer 'Operation Desert Storm', B-1B Lancer 'Operation Enduring Freedom', F/A-18E Super Hornet 'Paris Air Show', F/A-18E Super Hornet 'Fist of the Fleet' and F/A-18E Super Hornet 'Dual Fighter'.

1/48th

Already available in this scale are the F-35A 'USAF' and F-35B 'USMC' (See Special Preview).

Due in 2003 will be the F-35C 'USN' and F-35K 'RAF'.

1/35th

Just released in this scale from Panda is the Bell UH-1D Huey.

Spin

1/48th

New resin kits from this Czech manufacturer include the Caproni Ca.20 (#4808/£27.80) and Morane Saulnier Type A1 (#4806/£27.80).



SRAM

1/144th

Recent resin kits from this manufacturer include the Halberstadt D.II (#05/£8.10), Albatros D.II (#12/£8.10), Morane Saulnier L (#24/£8.10) and RAF R.E.8 (#25/£11.90), all of which now include decals.



Tamiya

1/48th

Available in the UK during late October was the limited edition release of the Dornier Do 335A 'Pfeil' with Kettenkrad (#89598/£39.99).

Due for release by the time you read this is the all-new tooling of the Republic P-47D Thunderbolt Razorback (#61086/Y2500) and this will be followed by the pure fighter version of the Messerschmitt Me 262, the A-1a (#61087/Y2800), although we have no confirmed UK prices for either of these at the time of going to press.



News Update

Eduard

1/144th

The beautiful little kit of the Junkers Ju 52/3m floatplane is now available from Eduard and retails for £10.75 in the UK.



Fonderie Miniatures

1/72nd

This French manufacturer will move into this smaller scale in 2003 with releases of the Nord 1500 Griffon II and Nord 1402 Gerfaut.

1/48th

Also due for release in 2003 is the ex-Hi-Tech Dassault Mystere IVA.

Revell

1/32nd

The most recent release in this scale is the Northrop F-5E Tiger II 'Patrouille Suisse' (#4720/£27.99) which is the ex-Hasegawa tooling.



Special Hobby

1/72nd

The most recent releases from this manufacturer include the Martin Baltimore Mk III/IV/V (#SH7228/£14.45), Heinkel He 59B (#SH7233/£29.99) and Vultee Vengeance Mk I/II (#SH7234/£11.00). Note that the latter item is NOT the old Frog kit but an all-new tooling.

1/48th

Released in this scale recently was the Spad VII.C1 'RFC and US Air Force Service' (#SH4810/£14.99).

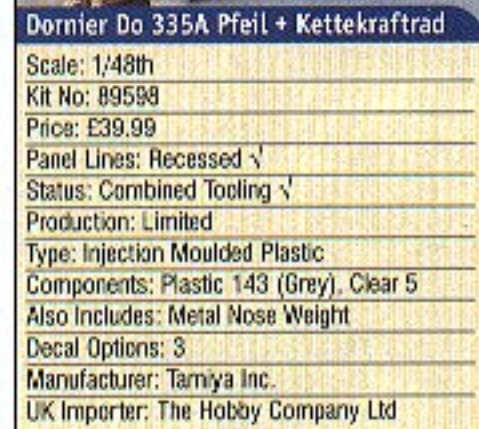
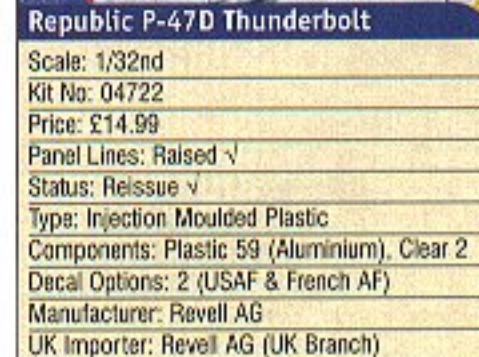
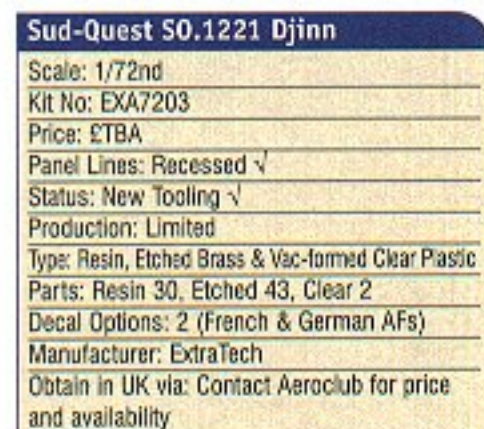
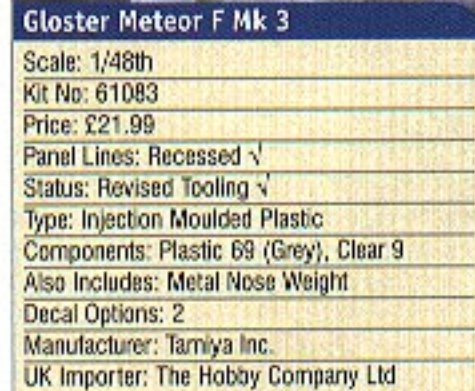
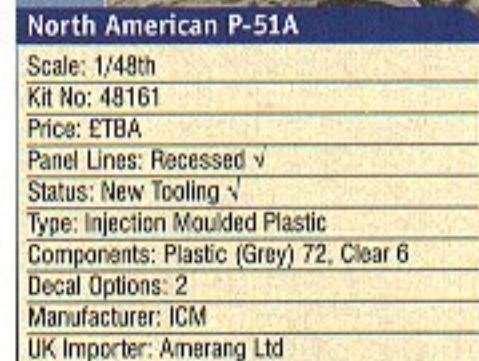
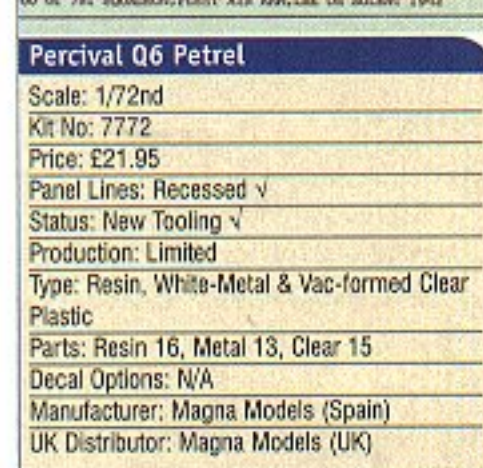
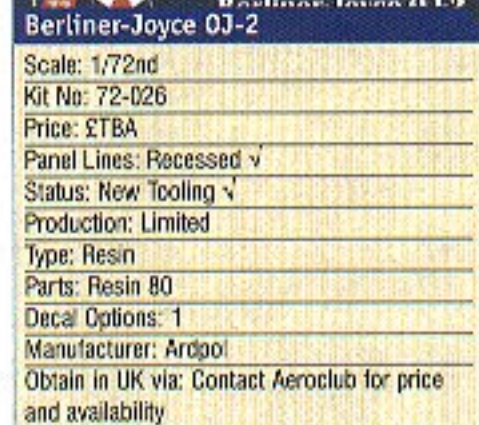
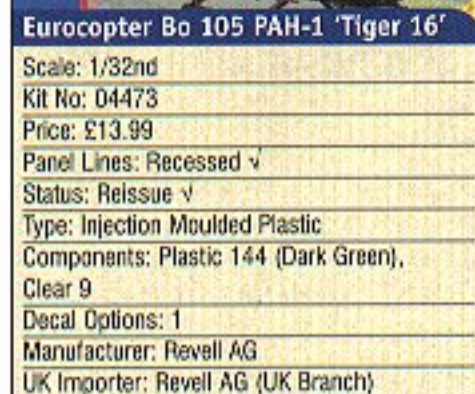
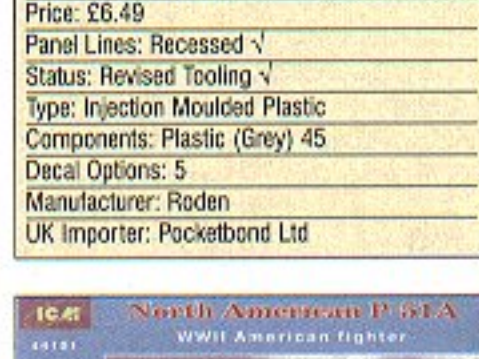
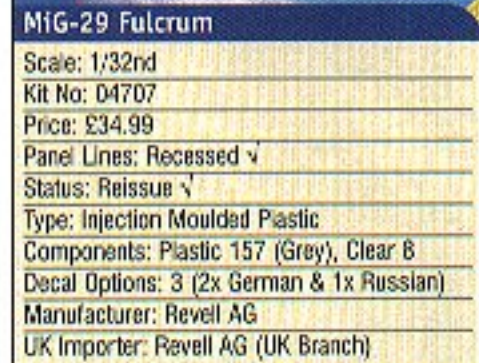
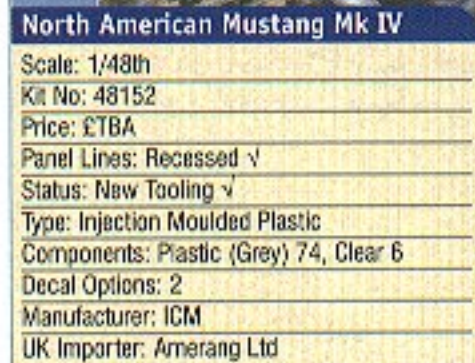
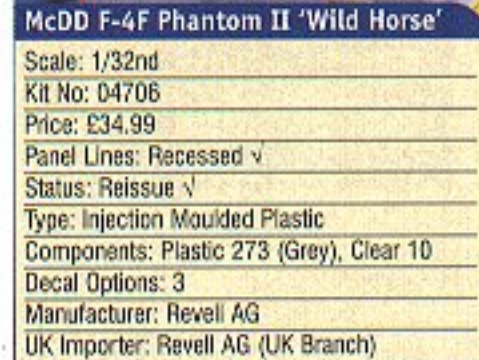
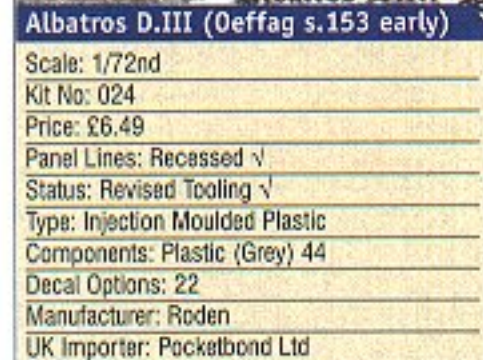


Hi-Tech

1/48th

Due from this French manufacturer is a new tooling of the Voisin VIII and a revised tooling of the Brequet XIV to offer the A2 version.

ICM Mustang Mk.IV
WWII Royal Air Force Fighter





Sopwith 1 1/2 Strutter, 2-seat Fighter

Scale: 1/48th
Kit No: 402
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Injection Moulded, Plastic & Etched Brass
Components: Plastic (Grey) 32, (Clear) 12, Etched 44
Decal Options: 4
Manufacturer: Roden
UK Importer: Pocketbond Ltd



North American P-51D-15

Scale: 1/48th
Kit No: 48153
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic
Components: Plastic (Grey) 74, Clear 6
Decal Options: 2
Manufacturer: ICM
UK Importer: Amerang Ltd



Curtiss R-6

Scale: 1/72nd
Kit No: 72-018
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Production: Limited
Type: Resin
Parts: Resin 101
Decal Options: 1
Manufacturer: Ardpol
Obtain in UK via: Contact Aeroclub for price and availability



North American Mustang Mk III

Scale: 1/48th
Kit No: 48153
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic
Components: Plastic (Grey) 72, Clear 6
Decal Options: 2
Manufacturer: ICM
UK Importer: Amerang Ltd



Lockheed P-38J Lightning

Scale: 1/72nd
Kit No: 5018
Price: £17.99
Panel Lines: Recessed ✓
Status: Reissue ✓
Type: Injection Moulded Plastic
Components: Plastic 88 (Grey), Clear 1
Decal Options: 1
Manufacturer: Dragon Models Ltd
UK Importer: The Hobby Company Ltd



Sopwith 1 1/2 Strutter, Single-seat Bomber

Scale: 1/48th
Kit No: 404
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic & Etched Brass
Components: Plastic (Grey) 32, (Clear) 12, Etched 44
Decal Options: 4
Manufacturer: Roden
UK Importer: Pocketbond Ltd



Lockheed F-104G Starfighter

Scale: 1/48th
Kit No: 04552
Price: £19.99
Origin: Hasegawa (Japan)
Panel Lines: Recessed ✓
Status: Reissue ✓
Type: Injection Moulded Plastic
Components: Plastic 141 (Grey), Clear 19
Also Includes: Four Poly Caps
Decal Options: 3
Manufacturer: Revell AG
UK Importer: Revell AG (UK Branch)



Aeromarine 39B

Scale: 1/72nd
Kit No: 72-027
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Production: Limited
Type: Resin & Etched Brass
Parts: Resin 62, Etched 41
Decal Options: 1
Manufacturer: Ardpol
Obtain in UK via: Contact Aeroclub for price and availability



Douglas A-4F Skyhawk 'Pro-Modeler'

Scale: 1/48th
Kit No: 85-5976
Price: £TBA
Origin: Hasegawa (Japan)
Panel Lines: Recessed ✓
Status: Reissue ✓
Type: Injection Moulded Plastic
Components: Plastic 174 (Grey), Clear 13
Decal Options: 2 (Blue Angels, 1978 & VMFA-324, 1971)
Manufacturer: Revell-Monogram LLC
Note: May not be readily available outside of the USA.



V.S. Spitfire Mk V 'Magic Flight'

Scale: 1/72nd
Kit No: 09105
Price: £22.99
Panel Lines: Recessed ✓
Status: Reissue (Kit) ✓
Type: Injection Moulded Plastic
Components: Plastic 38 (Grey), Clear 1
Also Includes: Base & Magnets
Decal Options: 2
Manufacturer: Revell AG
UK Importer: Revell AG (UK Branch)

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TM 6204 SBD-3 Dauntless (pack of 10) 1:350 £8.99

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Fiat G.91 'Tiger-Meet'

Technical Data

Scale: 1/72nd
Kit No: 04635
Price: £7.99
Panel Lines: Recessed ✓
Status: Reissue ✓
Type: Injection Moulded Plastic
Decal Options: 1
Manufacturer: Revell AG
UK Importer: Revell AG (UK Branch)



The Kit

The kit comes in the now familiar end-opening Revell box. Inside are two sprues of bright yellow plastic, a sprue containing the clear parts and two large decal sheets containing all the tiger stripes (more of these later). The clear sprue is bagged with all the others, but thankfully the canopy was undamaged.

Instructions

Standard Revell style instructions, printed on cheap paper, and containing a part map, 21 construction drawings and decal placement diagrams. Detail painting is called out during construction using Revell paint numbers and colour descriptions.

Construction

The kit went together like a dream. No filler was needed at any stage, and just a quick rub with a sanding stick was enough to fix up the mated surfaces. I find it amazing that manufacturers these days can give us such wonderfully detailed and crisply moulded kits at such remarkably low prices! The only thing I can say about construction is don't forget the nose weight (like someone I know... me!)

Accuracy

According to the Complete Encyclopedia of World Aircraft the G.91 has a span of 28ft 1in and is 33ft 9 1/4in in length which makes the model 5 scale inches short in span and 7 3/4

scale inches too long. To be honest, unless you line the model up against some scale plans, you don't really notice it. It looks like a G.91 and to my mind that's all that matters. (Got to disagree with you on this one Mark! The above dimensional deficiencies are just the start of this kit's problems. Overall, when viewed on its own, alongside photographs of the real machine or placed on plans it only 'looks' (sort of) like a G.91 - sorry Revell! - Ed)

Colour Options

Just the one aircraft of the Portuguese Air Force as used at the 1987 Tiger Meet in Portugal. The main colour of this aircraft is made up of 90% matt yellow and 10% matt red, (Revell paints 15 and 36). Sorry Revell, but I tried three times to get the correct shade of orange from these paints and just gave up. The model is painted with the mix that Revell states, but it is way too orange compared to pictures in Mark Atrill's book 'Tiger Tigre, Tigros'. If I were to build this kit again, I'm sure I could find a better shade.

Decals

The decals themselves are excellent,

with a nice semi-gloss finish, and you get the tiger stripes supplied, but getting them all to fit on the model is a nightmare. I have eight tiger stripes left over and not one to go on the plane's spine, leaving a 1cm x 2cm gap on top. I have absolutely no idea what you are supposed to do. The decal placement sheet shows a decal in this area, but it has no number pointing it out, and no decal that is left over is the correct shape. In the end I painted the area with semi-gloss black paint.

Decal Rating = 5/10 simply because of the problems with getting them on and the missing (?) one(s).

Conclusions and Recommendations

Overall this is an excellent kit, with nice detail and a good fit of parts. If you are a 'Tiger' fan, like me, then this is a kit you must have in your collection. Recommended to all but the utter novice, simply due to the problems with the decals.

Thanks to Revell AG (UK Branch) for the review sample

Mark Chadbourne



Technical Data

Scale: 1/72nd
Kit No: 04632
Origin: Monogram (USA)
Price: £39.99
Panel Lines: Recessed ✓
Status: Reissue ✓
Type: Injection Moulded Plastic
Parts: Plastic 142 (Silver), Clear 8
Decal Options: 2
Manufacturer: Revell AG
UK Importer: Revell AG (UK Branch)



Convair B-36H/RB-36F Peacemaker

The Kit

When first released, 20 years ago, this was the world's largest plastic aircraft kit and today it is still immense, dwarfing all the kits in my collection including the 1/32nd scale ones!

The kit has aged well and there is little sign of wear to the moulds. The plastic features raised panel lines but in this scale these do not look out of place. The instructions are in Revell's normal style being both clear and concise with colours keyed to their own paint range.

Construction

Before you start this kit beg, borrow or

buy a copy of Detail and Scale Volume 47 on the Peacemaker, as is normal with this range you have lots of detail shots and a good guide to modelling the B-36.

The interior parts of the kit are quite basic but little is visible through the glass canopy due to the heavy framing so I just added some seat belts from masking tape. If you decide to build the kit with the bomb bay open there is a full weapons load, which benefits from careful painting.

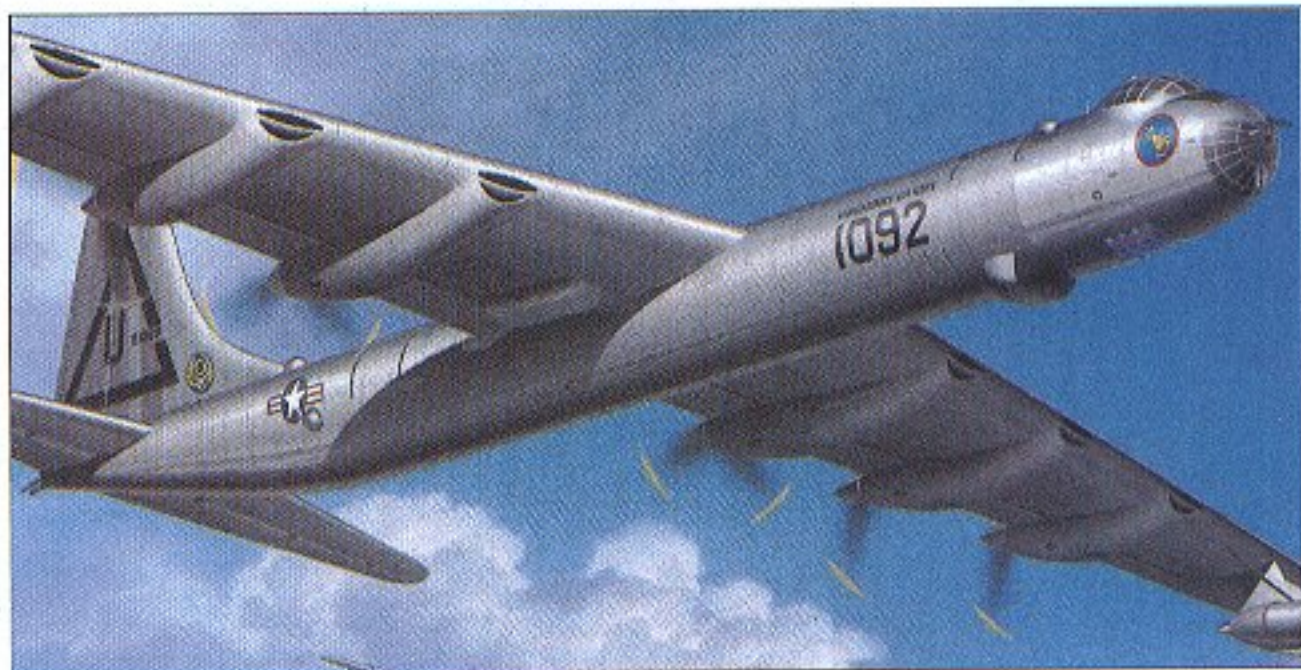
Surprisingly quickly I was joining the fuselage halves; these fit well if you take some time to ensure a good fit. After tidying up the join I cut four thin

pieces of rectangular plasticard. These are glued over the gun turret doors to create a small lip and to ensure a smooth looking finish on these parts.

If you want to sit the kit on its undercarriage do not forget the hefty 60gm weight that is recommended in the instructions.

I now turned to the wings and carried out a modification by cutting the mountings for the propeller blades in half; this enables the propeller assemblies to be fitted much later in construction.

The wing is a good fit but the engine air inlets on the leading edge need a layer of Milliput and some



sanding to get a nice smooth contour. The wing to fuselage join is also very good and positively clicks into place with only a little filler needed to tidy up the join.

I was building my model to be displayed hanging from the ceiling of the local model shop so I modified the kit's undercarriage doors to fit the holes in the wing.

After painting the model with Halfords Aluminium and White Primer the gun barrels, airdials and transparencies were fitted and I was ready to start applying the decals.

Markings

Two options are provided; a natural metal RB-36H from the 98th BS, 11th BW, Carswell AFB, Texas in 1952 with a large triangle on the tail and blue and white stripes on the jet pods, and an RB-36 in natural metal top surfaces and white undersides from the 72nd Strategic Recon Wing, Ramney AFB, Puerto Rico in 1955. This aircraft has a SAC nose band and red trim on the jet pods and the spinners of the propellers.

Decals

This sheet is huge and is the best part of this reissue

and is typical of Revell's current standard, thin and in good registration and very comprehensive. I reached 200 images before I stopped counting!

Included are all the black wing walkways and plenty of maintenance stencils. I missed out a lot on my model and still spent three evenings applying the ones I did use. Micro Set and Sol was used with no problems.

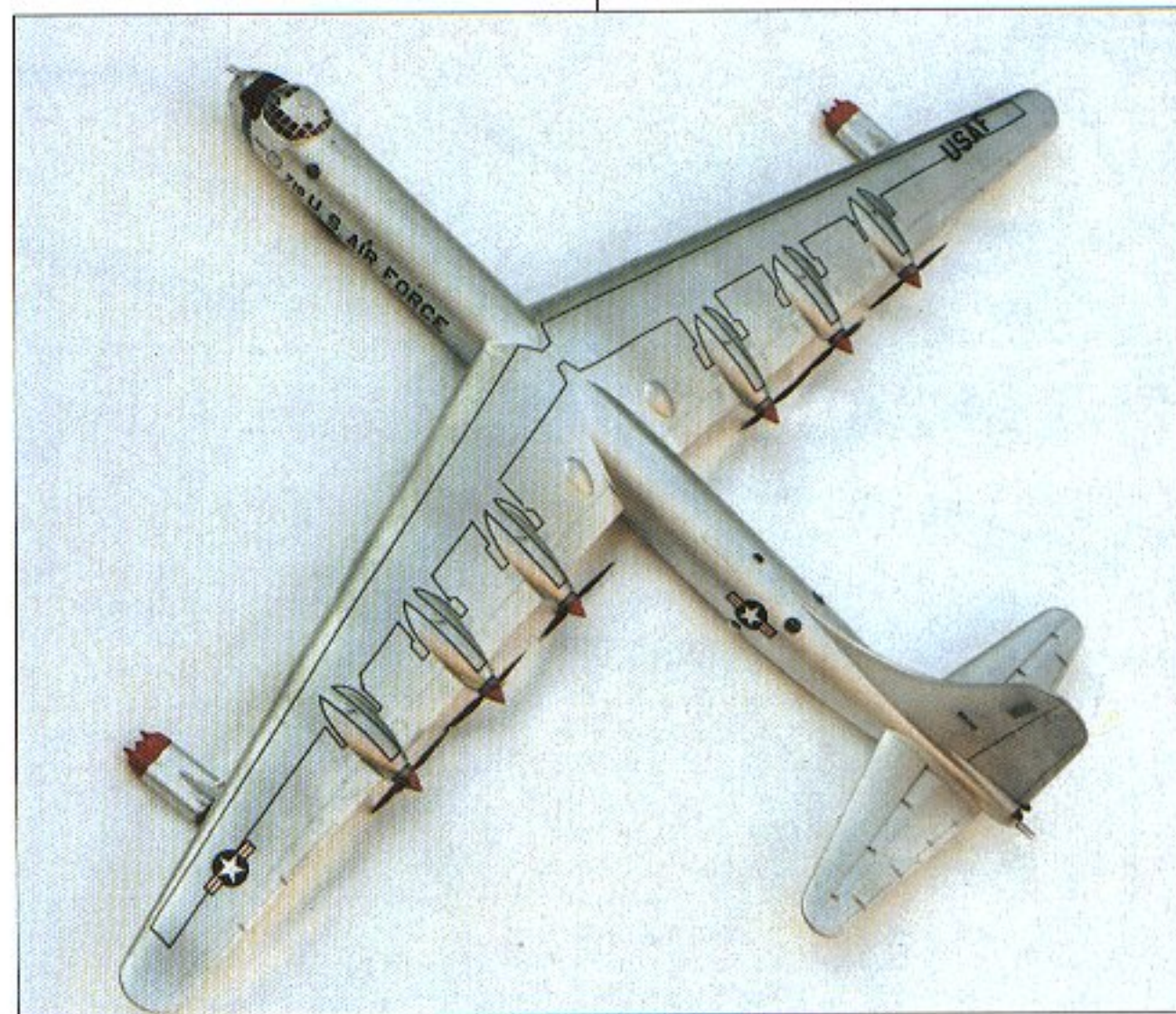
Decal Rating = 9/10.

Conclusion

If you have the space get one, the only drawback to this kit is the size of the completed model (I had a nasty moment when I thought I could not get it out of the floor hatch in my loft workshop). The infrequent nature of these reissues means this kit might not be around again for another 10 years so buy now or pay collector prices later!

This model was built for display at MR & ME Models in Kempston and I hope it does not cast too much of a shadow hanging from the ceiling!

David Francis



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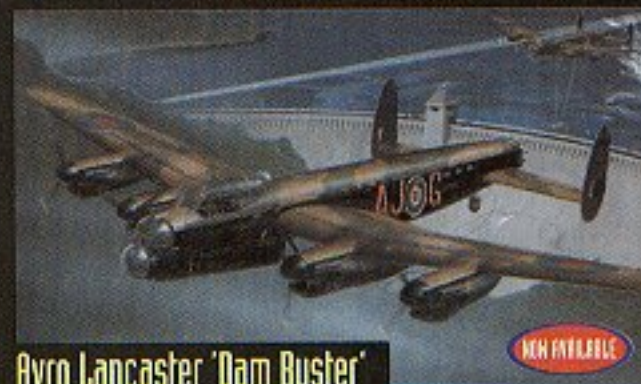
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Blohm & Voss BV 222



EH.101 Merlin Mk. 3 RAF



Avro Lancaster 'Dam Buster'

Blohm & Voss BV 222

04383

1:72 Scale/Span 63.9cm/Length 51.4cm

Developed by Lufthansa, the BV 222 went into service with the Luftwaffe in 1941 as a transport and reconnaissance aircraft. Powered by 6, 745 kW engines this flying boat was able to reach speeds of 350 Km/h.

EH.101 Merlin Mk. 3 RAF

04468

1:72 Scale/Span 25.8cm/Length 27.0cm

Capable of 308 Km/h, the Merlin went into service with the RAF in 1994 as a replacement for the Sea King fulfilling a transport and anti-submarine role.

Avro Lancaster 'Dam Buster'

04630

1:72 Scale/Span 30.6cm/Length 43.0cm

With a top speed of 426 Km/h this variant of the Lancaster was used to attack German dams with its famous 'bouncing bomb'.

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BAe Harrier GR.7

Technical Data

Scale: 1/72nd
Kit No: 1214
Price: £5.99
Panel Lines: Raised ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic
Parts: Plastic 77 (Grey), 4 Clear
Decal Options: 3
Manufacturer: Italeri Spa
UK Importer: The Hobby Company Ltd



The Kit

This kit comes in a colourful end-opening box with a painting of a Harrier on the top and colour details for two of the options offered on the bottom.

The plastic parts are grey with raised panel lines and details, the transparent parts are nice and clear but being packed together with the other parts makes them prone to scratching. The instructions and decal sheet complete the package.

Instructions

The instructions are in Italeri's usual style, a large fold-out sheet consisting of a brief multi-lingual type history, parts map, seven pictorial instruction diagrams and colour details for the three options given. Colour references are given for Model Master paints throughout.

Assembly

This time I chose to tackle the many sink marks present in the kit before I started to assemble it. The main ones are near the wing tips. I filled them with superglue and gently sanded them flat, but this of course erases some of the raised panel lines. The subsequent filling and sanding of the

kit as a whole destroys more of the surface detail so at this stage it would probably be a good idea to sand all the surface detail off and re-engage it. I decided not to do this and tried to minimise the damage.

Construction started with the cockpit area, which is a bit basic considering the large canopy, which allows a lot to be seen through it. Some room for added detail here I think. The insides of the large air intakes and the engine fan assembly need to be painted before fitting but considering the generally poor fit of this kit the intakes fitted quite well, which can often be a problem area on Harrier kits. The engine nozzles can be made up and painted in the appropriate colours and left off until the overall painting is complete. I also left off the weapons pylons until after painting to avoid a tricky masking job. The rest of the construction is quite simple; the main joints need filling and sanding down and it is important to get the correct amount of droop on the wing and tail surfaces, and to make sure all of the wheels touch the ground when the model is finished.

On the two-tone green option that I chose to make I found that the demarcation line between the two

colours was slightly different in my reference photographs compared to that given in the instructions, so I chose to use the photographs as a guide for painting instead. I was disappointed to find that the main undercarriage doors and air brake were moulded shut. I know they are usually closed when Harriers are on the ground but it would be nice to have the choice.

A full weapons load is provided consisting of Sidewinder missiles, rocket pods and bombs.

Accuracy

The finished model certainly captures the look of the Harrier GR.7, and as for dimensions the kit measures out at 197mm long and 126mm in wing span. This scales up to 14.18m and 9.07m respectively. Comparing this with the 14.36m and 9.25m dimensions given in the Aerospace Publishing Encyclopedia of World Military Aircraft this makes the kit a bit undersize but not enough to worry about in my opinion.

Colour Options

Three options are given, two in light grey, one of which carries a vicious looking shark's mouth motif, and one in the older two-tone dark green scheme. Colour references for Model Master paints are given as well as SF

numbers. I used the nearest Humbrol colours that I could find for my two-tone green example; 30 (Dark Green) for the top and 120 (Light Green) for the underside.

Decals

The small decal sheet is well printed and quite easy to use with the minimum of fuss when used over the usual coat of Johnsons Klear.

Decal Rating = 8/10.

Conclusions and Recommendations

At first I was quite disappointed with this kit, with its raised panel lines and general lack of detail. It was reminiscent of the kits of the 70s and 80s and as such is a poor relation to the new Revell and Hasegawa Harrier kits but now that it is finished I must admit that it does not look too bad. Junior modellers and beginners would probably enjoy making this kit the most but I would recommend that the more advanced modeller would be better off spending a little more on one of the better Harrier kits.

My thanks to The Hobby Company Limited for the review sample.

Michael Cook



Dassault Mirage IIIC 'Blume' & IIICZ 'Black Widow'

Technical Data

Scale: 1/72nd
Kit No: 72050
Price: ETBA (Aus\$36)
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Limited-run Injection Moulded Plastic, Resin, White-Metal & Vac-formed Clear Plastic
Decal Options: 2
Manufacturer: High Planes Models
Obtain in UK via: Hannants and MR & ME Models

The Kit

A sturdy white box contains three sprues of soft blue plastic in a resealable bag, and another smaller bag containing the white-metal and resin

parts. At the bottom of the box is one vac-formed canopy, the instructions and a very nice decal sheet. The injection moulded parts are very poor with a lot of flash to clean up, but they do feature nice recessed panel lines. The resin and white-metal parts on the other hand are of top quality.

Instructions

These consist of four sides of written instructional text, an assembly diagram and paint/decal placement diagrams. Only very basic detail painting is called out during construction so references are a must.

Construction

Construction starts with the cockpit which consists of a tub, ejection seat and instrument panel in resin and a white-metal control column. I painted this whole assembly matt black and then attached the wheel well to the bottom of it, first noting that the instructions state that it may be a good idea to remove some resin from the top to get a tight fit. Savour these moments because that's the last time during the whole construction process that anything's going to fit! After cleaning up all the main parts I tried to fit the cockpit tub into one half of

the fuselage only to find that it sat too high, despite the fact that I'd removed so much resin from the top of the wheel well that it was see-through. I ended up removing 1 mm from the rear cockpit bulkhead and 1/2 mm from the bottom of the wheel well to ensure a good fit. Now it's in, you get the next problem. After joining the fuselage halves you will find that the front of the cockpit is completely the wrong shape, so the instrument panel/combing won't fit. To get round this I had to take 1mm off the bottom of the instrument panel, reposition it further forward and then build up the

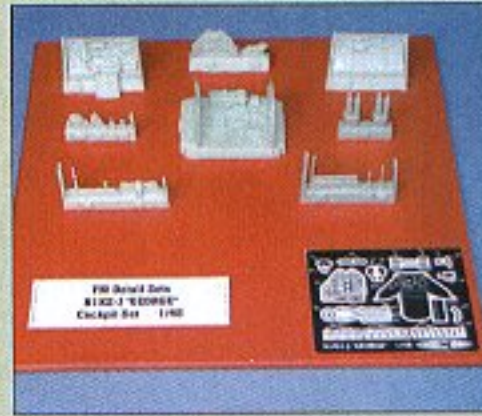
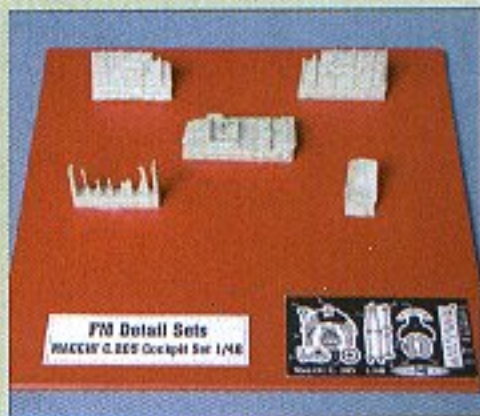
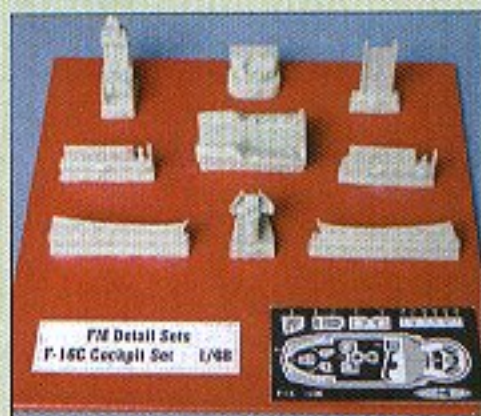
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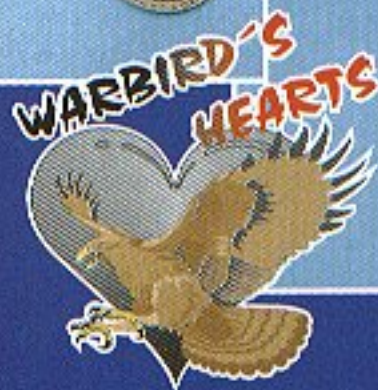
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1/48
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combing with plastic card and filler.

The two halves of the wings don't match up, the bottom being about 1mm bigger than the top along the leading edge, which I built up with Milliput to ensure that I kept the correct profile. The bottom of the intakes is moulded as part of the bottom wing, and according to the instructions with perseverance, can be made to fit. After two hours perseverance I gave up. They are just the wrong shape. I had to cut them to an approximation of the correct shape then use gap-filling superglue and activator to get them to fit. Of course you are going to lose all the detail on the under surface of the nose, but from the pictures I have, the gun ports have been faired over on the planes in the given schemes so it shouldn't be such a hardship.

The rest of the kit went together without too much trouble; just keep referring to your references.

Accuracy

I have no dimensions for the Mirage IIICZ so cannot comment on the kit's total accuracy. Looking at photos I have found on the web, it does look right, and anyone who has built a High Planes kit before will know that the accuracy of their kits is pretty good.

Colour Options

You get the choice of a black and gold No 2 Squadron IICZ painted for the squadron's 50th or 75th anniversary. This option actually gives four different versions of the same aircraft with only slight differences in decals. The second version is the IIC operated by the Swiss A.F. Flight Test Centre. As you can see from the photographs I opted for the 75th Anniversary option. The model was first sprayed with gloss black, then all the gold edging on the wings and fuselage was added. For this I used

Humbrol 16, which, in hindsight, needs to be darkened with just a little black to bring it to the same shade as the gold on the decals.

Decals

Superb as usual from High Planes. No adverse reaction to Micro Set and Sol was experienced, and the decals settled on to the model very well indeed.

Decal Rating = 10/10.

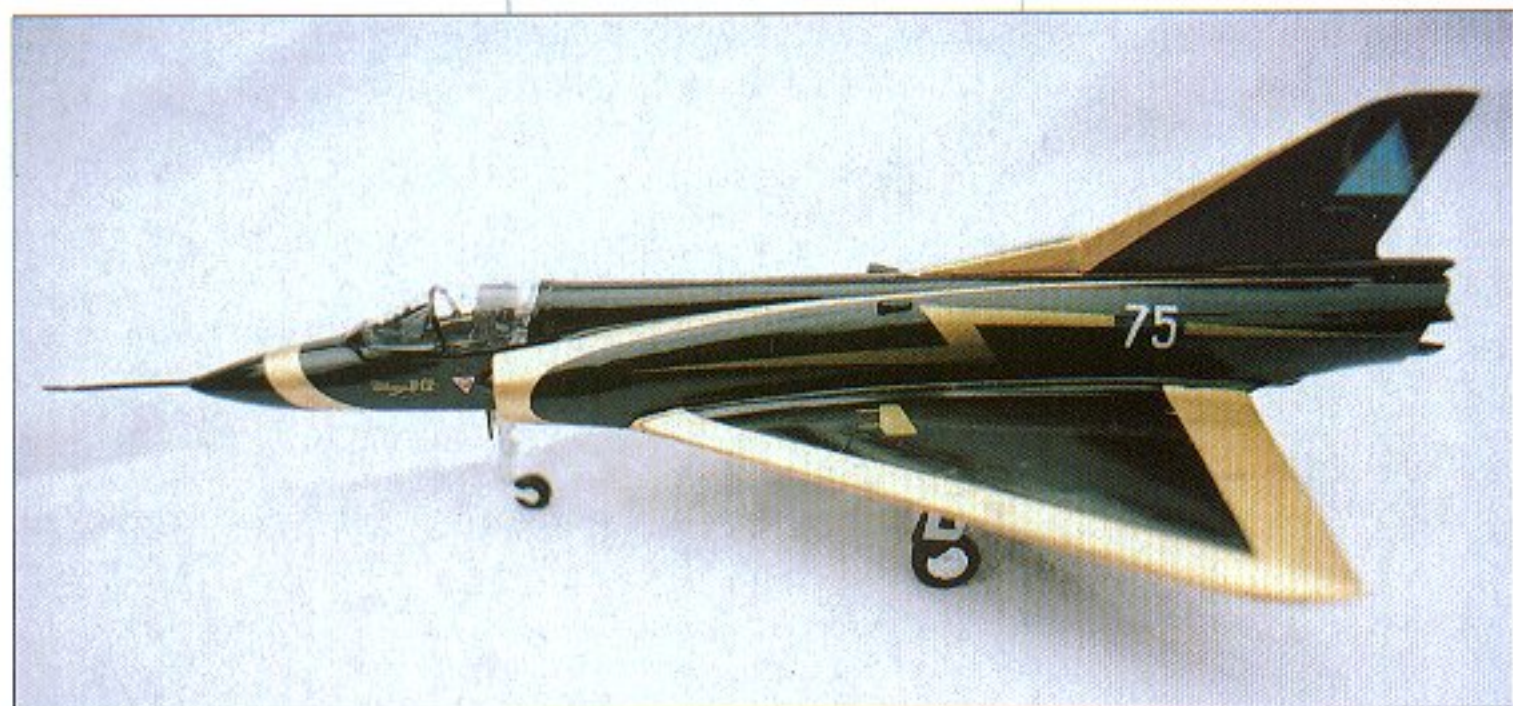
Conclusion and Recommendation

This kit requires hard work to get a

good result, but to be honest it's worth it. The detail is good enough to keep most of us happy. I would have liked to have seen a resin jet pipe like High Planes have in their Atlas Cheetah kit, but you can't have everything. Not a kit for the novice, but I would heartily recommend it to someone with a few kits under their belt.

My thanks to High Planes Models for the review sample.

Mark Chadbourne



Dassault Mirage IIICZ

Technical Data

Scale: 1/72nd
Kit No: 72048
Price: £18.95
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Limited-Run Injection Moulded Plastic, Resin, White-Metal & Vac-formed Clear
Decal Options: 5 (3x Israeli, 2x Argentinian)
Manufacturer: High Planes Models
Obtain in UK via: ED Models & Hannants



The Kit

This kit is in the typical High Planes style consisting of sprues of light blue injection moulded plastic, resin and white-metal detail parts and a really nice decal sheet. A single vac-form canopy completes the package, which comes in a nice strong cardboard box. The plastic parts are a limited run product and as such have large attachment points and quite a lot of flash. In contrast, the white-metal and resin parts are well moulded.

Instructions

The eight page A4 instruction sheet comprises a brief type history,

construction notes and diagrams and colour details for the eight different options and a page of very detailed drawings of the undercarriage, cockpit and air intake areas which would be very useful for anyone wanting to superdetail this kit.

Construction

Due to the kit's limited run plastic the first job is to clean these parts up as they have an awful lot of flash. The instructions note that the wing halves need thinning; be careful here, as you will have to reduce the thickness of the main gear well roofs quite considerably. Time spent here will reduce the amount of filling and sanding required later, but please take care not to remove too much plastic.

The next job is to decide which version you are going to build as you have to cut away part of the rear fuselage to incorporate the larger resin jet pipe on some versions; using this also necessitates using a small wedge of plastic card to widen the fuselage slightly for a better fit. The next tricky part is to get the cockpit tub, front wheel bay, instrument panel and ejection seat to fit together. I found the seat to be too wide for the cockpit tub but it is easy to reduce the width of the seat. I also had to reduce the thickness of the wheel well roof and the cockpit floor

to a wafer-thin thickness in places to get the pieces to fit together properly. After this the rest of the kit goes together quite well but you must go carefully, checking and refining the fit of the parts as you go.

You need to make the ventral fin yourself from thin plastic card, not too difficult but why was this not included as part of the kit, I wonder? One last complaint: if High Planes insist on moulding the main wheels in two halves why do they have big lumps on the joining surfaces as these are very difficult to remove?

The white-metal parts are very nicely done and can be used with the minimum of cleaning up, but I replaced the nose probe with a piece of stretched sprue as the metal item looked a bit thick to me. The resin cockpit assembly is superb when you get it to fit, packed with detail that benefits from careful painting and the ejection seat is one of the best I have ever seen supplied as standard with a kit. It actually looks like what it is supposed to be, not a shapeless lump of plastic. Be careful when cutting out the canopy as you only have one chance of getting it right but as with the rest of the kit you must take your time to achieve a good result.

Accuracy

My completed model measures 210mm in overall length and 115mm in wingspan which scales up to 15.1m

and 8.28m respectively which are both very close to the 8.22m span and 15.03m length quoted in the Aerospace Publishing Encyclopaedia of World Aircraft.

Measurements apart, the completed model captures the appearance of this classic delta-winged fighter very well indeed.

Colour Options

One of the highlights of this kit is the colour options. Five Israeli options are offered in desert camouflage or low visibility grey and three Argentinian versions either in camouflage or an eye-catching red, white and blue scheme. I chose an Israeli MiG-killer in sand, green, brown and light blue. I used Humbrol paints throughout as they were the easiest to obtain locally and looked just about right on the finished model. Federal Standard colour references are given throughout the instruction sheet to make it easier for the modeller to choose from their preferred paint range.

Decals

This is one of the best kit decal sheets I have ever seen, printed for High Planes by The Fantasy Print Shop. The register is spot on and the colour density excellent. They work very well with the minimum of effort with no silvering at all when used over a coating of Johnsons Klear.

Decal Rating = 10/10.

Conclusions and Recommendations

This is certainly a kit for the more experienced modeller as there is a lot of cleaning up and test fitting involved in its construction, but the effort put in will reward the builder with an excellent little replica. As part of High Planes Models' growing series of Mirages I can fully recommend this kit.

My thanks to High Planes Models for the review kit.

Michael Cook



Lavochkin La-7

Technical Data

Scale: 1/48th
Kit No: 005/1201
Price: £14.99
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic
Decal Options: 3 (2x Russian & 1x Czech)
Manufacturer: Gavia
Obtain in UK via: LSA Models & Hannants



The Kit

The kit is packaged in a box with an exciting action painting on the lid. It holds three sets of sprues, two of light grey and one of clear, comprising 69 parts in all. The parts on the plastic sprues are not numbered, so you have to check carefully with the plan for the sprues on one of the instruction sheets for their numbers, which might be necessary as some of the smaller bits look very much alike. Detail is to a very high standard and equal to that of some well-known Japanese kits, being both crisp and flash free. Eduard 'Express Masks' are included as is a very nice decal sheet.

Instructions

The instructions are well presented in the familiar way of Czech firms; text is in Czech and English. There is a good and helpful paint chart with numbers for four well-known manufacturers' paints.

One sheet has exploded clear diagrams of the 16 stages of construction and on the reverse side illustrations of the three colour schemes and a plan for stencil positions. Finally there is a head-on plan of the aircraft's dihedral, something not usual in kit instructions but very helpful. The second sheet includes a history of the type, a paint chart and complete sprue plan as already mentioned. Also a very clear guide for the Eduard 'Express Masks'.

Construction

Unusual as it may seem, we do not start with the cockpit but with the wings. A word of warning, the plastic is not hard as you may be used to. One must, and I say MUST, use a new blade to remove the parts from the sprue tree.

Be extremely careful when removing the wings as the sprue entry point is on the wing tips. If treated heavily it tears a hole or a dent in the smooth contour of the model which then has to be filled (mine did!). The two-part wings have a perfect built-in dihedral, which is a great help.

Now follows the cockpit detail, which uses the mid-section of the upper wing surface as a base to which you add a number of parts. The rest of the detail is added on either side of the interior surface of the fuselage wall. The instrument panel is very simple, just circles moulded without dials. After applying a coat of white paint I used Reheat decal dials and then outlined the

rest of the panel with dark grey and, with a touch of red and yellow, it looks busy and interesting. The seat was improved with Reheat brass buckles and painted foil as belts, taken through a hole in the back of the seat.

The full size aircraft had a fairly simple cockpit by western standards, but no doubt a photo-etched set will come along soon (they already have from Eduard! - Ed), but with the canopy closed it looks pretty good as it is.

When cementing the fuselage halves together be careful with the tailwheel as it has very fragile struts and needs to be firmly cemented, as it easily retracts itself and is hard to get down again. A dry run of the wings to the fuselage showed a perfect fit, but without any moulded pins it slips about a bit, so MEK was flowed along the joints with a paint brush, a section at a time, and held together with masking tape. A beautiful joint resulted with only the merest amount of Tippex needed under the fuselage.

The aileron and rudder elevator lines were scribed slightly deeper than supplied. Not strictly necessary but that

was my choice.

Care is needed with the undercarriage gear; as said the plastic is a bit soft, but once cemented it is fairly strong (we shall see in a couple of months!). The pitot tube supplied in plastic was replaced with a pin.

Accuracy

The overall outline appears to be accurate. Pilot Press quotes 32ft 1 4/5 ins (9.80m) span, length 28 ft 2 3/5 ins (8.60m).

Colour Options

Two VVS machines are offered: 'White 27' of Major I.N. Kozhedub of the 176th GFAR and 'White 12' flown by Major F.M. Kosolapov of the 937th FAD, both in light and dark grey over light blue with large red areas on the nose for which the Eduard masks are supplied. A single Czech AF scheme is also offered, this being in light grey over light blue and was operated by the JV-8 1st Fighter Air Regiment.

I chose Major Kozhedub's plane with its simpler red triangles on the nose and



a white half rudder.

The 'Express Masks' worked very well, and this was my first experience with this type of product and I would recommend you try them on your next model.

Decals

These were finely printed and thin but opaque with little carrier film, which disappears on a gloss surface (I use

Johnsons Klear), with no silvering. They moved off the backing paper with ease, but use plenty of water on the model to help them move around. I used Micro Sol to help them settle down with no problems.

Decal Rating = 9/10.

Conclusions and Recommendations

I have been looking forward to getting

this La-7 model for months ever since I heard Gavia were planning to produce it. It makes an attractive and pleasant looking aircraft. The kit is exactly what one looks for, offering accuracy with fine detail at a reasonable price; this kit is as good as the best on the market today.

The model can be made to a high standard both by the beginner or the

expert who is looking for some relaxation.

Please Gavia more of this standard. Highly recommended.

Our thanks to LSA Models for the review sample.

George Coote

Zlin Z-43

Technical Data

Scale: 1/72nd
Kit No: LK007
Price: £18.00
Panel Lines: Recessed ✓
Status: Updated Tooling ✓
Type: Resin, Etched Brass & Vac-formed Clear Plastic
Parts: Resin 24, Etched 23, Vac-form 1
Decal Options: 4 (2x Czech & 2x German)
Manufacturer: Legato
Obtain in UK via: Hannants

The Kit

This kit is supplied in a nice little carton with a lift off lid and a stout 'tongued tab' type of box. All the contents are enclosed in a resealable poly bag. The parts are resin and this particular example has many pin-prick air holes scattered about. The main cabin is a thin vacform piece and is accompanied by a spare. The smaller detail parts supplied are as an etched fret and are thicker than normal. On closer examination I noticed that it is actually two sets in one but permanently fixed together. I also noted that the nose wheel leg had one of the yokes missing. The pouring or casting blocks are in such a position on parts like the wings and one piece fuselage that they are fairly easy to remove without too much damage to the parts themselves. Surface detail is very fine and well done but as I discovered later some of it was lost under paint.

Instructions

The instruction sheet is a very simple affair with a parts layout and shows all the basic stages of building the kit reasonably clearly.

Construction

Building this kit is pretty well straightforward provided that care is used when cleaning up the resin parts and off course taking all the safety precautions. The main undercarriage legs have to be bent to a curve but how much of a curve is not clear. The concern with this is the strength and I was pleasantly surprised to find that it stands quite well on its tail! There is absolutely no room for nose weight and therefore is a great tail sitter. Some will say to drill out the nose to form a cavity for some lead shot but I am not sure if that will be sufficient. The wing to fuselage joints are OK but I feel the dihedral is too

great and am not too sure of it. Cockpit detail has etched metal parts for the control columns and rudder pedals which is OK but two-dimensional. This is another reason for my pet hate of etched fittings. The seats are among the resin pieces. The last item to fit on the model in my case was the vacform cabin and this has to be cut very carefully to ensure a good fit, particularly at the top rear of the cabin roof. I achieved this, just, but there is a bit of a gentle ridge at this position I'll have to live with. At this stage I prepared the model for painting and used automotive white primer and a final coat or two of glossy appliance white ready for decaling. I opted to do all the detail painting after the main coats and also left the prop to be the last item to glue on.

Colour Options

Four options are possible with this kit and three of them are identical in white overall with medium blue trim that is supplied on the decal sheet. These three are OK-FOJ/3 and OK-DOB/1 of a Czech Aero Club at Svazarm and the third one is D-EDNP of a German Aero club. The fourth option is a camouflaged Z-43 of the East German Air Force coded '27' and finished in a dark green

and brown scheme with light blue grey undersides. As can be seen in the accompanying photo, the review model is finished as one of the Czech examples.

Decals

A very nice decal sheet is included and is produced by Tally Ho! They are very thin and when being used care was needed to prevent damaging them. They are gloss and well printed. There is also spare blue trim and pinstripes in case they are needed. The blue trim includes the upper nose cowl segment but I found this a bit too big and trimmed it down. On doing this to the model I damaged parts of this item and found that Revell paint number 50 is a perfect match! A certain amount of silvering seemed apparent but disappeared under a coat of Klear.

Decal Rating = 9/10.

Accuracy

I came across some details and dimensions of this type in one of the part works in my library and checked out the wing span and fuselage length. The full size aircraft has a wing span of 30ft 6ins and the model should be 5.08ins. My model measures slightly bigger at 5.2in. This may be due to not enough being sanded off at the wing

roots before gluing to the model. The length is 24ft 06in. The model should be 4in (if one ignores the .06in) and the review model comes in at 4.2in. I can't explain the discrepancy with the length but that is what I made it with my ruler. Overall not bad and the finished model looks OK compared to pictures of the real aircraft.

Conclusions and Recommendations

The model is an attractive addition to any collection of light civil aircraft and they are very scarce in these days when WWII types fill kit catalogues. It can certainly be recommended to builders of light aircraft and is a fairly quick kit to assemble. Judging by the box lid sides there appear to be other versions of this type such as the Zlin Z-143 and Z-242 and I have in my 'pending pile' a version of the Z-143 in injected plastic by Aeroteam. It is a pity that more are not readily available and I could go on about the civil types that were once available by Aurora (that shows my age!).

My thanks to Hannants for supplying the review kit.

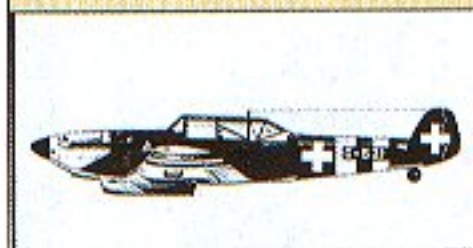
Paul Janicki



F+W C.3603

Technical Data

Scale: 1/72nd
Kit No: 72123
Price: £17.95
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Resin & Vac-formed Clear Plastic
Parts: Resin 25, Clear 2
Decal Options: None
Manufacturer: Dujin
Obtain in UK via: Hannants



F+W C.3603.

1/72.

The Kit

This kit appeared packed in a polythene bag with a black and white header strip. The main components comprise a one-piece mainplane, vertically split fuselage and horizontal stabiliser in well stabilised butter-coloured resin that looks sound in outline, but panel detail is a little crude and woolly. There were numerous surface bubbles and more were revealed when the surface was 'fettled' during construction. The minor parts were presented in a sea of resin flash fresh from the mould. Two sets of duplicated vac-form canopies are provided for different versions of the 3603.

Instructions

All, such as it is, was in French consisting mainly of a brief type history. Two references are quoted and I would suggest that it's essential to collect additional data if the most is to be made of the model.

The header sheet give a clue on finish embroidered on the A4 instruction sheet to upper surfaces green, lower surfaces blue! There are three-view scale drawings (not 1/72nd) and a cutaway. After that you are on your own. There is little to identify the different versions which may be produced so it's up to the individual to do the research. This is particularly frustrating when it comes to finishing the cockpit and determining which of

the various undercarriage/wheel/faring options to use.

Construction

There is nothing out of the ordinary in terms of construction, which relies on various consistencies of superglue. However, virtually all of the parts require careful preparation to remove mould lines, refine and re-scribe panel lines where required. The original propeller was used after a lot of cleaning up and re-working. Two of the three blades were thick and rather crude and the third malformed along the trailing edge. This had to be built up with scrap resin and filed to shape. In retrospect it would have been better to use blades from the spares box attached to the Dujin spinner.

It did not take long to join up the fuselage and attach it to the mainplane. It seemed to take forever to fix the horizontal stabiliser and end plate, fins and rudders in correct alignment and then blend in the assemblies with masses of filler. I didn't twig 'til much later, during painting, when I pulled the white rudder cross masking off, that the rudder hinge lines are wrong. They should be vertical when the fins are correctly set.

After that cockpit detail and canopy were attached and the main airframe painted Halford's Grey Plastic Primer

followed by white and the red, under-surface blue and upper surface green in between rubbing down and masking as required.

It is worth mentioning that the cockpit canopy chosen did not match the aperture and that Milliput was used to build up the side walls of the cockpit at the rear. This is probably due to the fact that canopies for more than one version are supplied and that the model is intended to use that provided for the tow-plane version.

Attachment of the ancillaries then followed in the usual order to complete the project. I used the resin undercarriage, but it is crude and likely to bend under the weight of the kit. I strongly recommend that the oleos at least are replaced with brass tube and wire, which will look better and will not warp under pressure.

Colour Options

Are limited only by the resource and research of the builder.

I believe that I have reproduced the header artwork example of an early reconnaissance machine, but for some reason the photograph is considerably brighter green than the actual model.

Accuracy

Overall proportions look good and the span 13.74m compares well with the

model's actual scale 13.6m which is nice.

Decals

None provided. The finish on the review sample was produced by successive masking. Bon Chance mes amis!

Conclusion and Recommendation

This is a robust and basically accurate kit of one of the longest serving warplanes in history and may be recommended to the dedicated 'Schlepp' enthusiast on that basis. Construction provides no real challenges other than the patience to use basic skills to overcome the limited-run nature of the production techniques used. This is not a state of the art resin kit (frankly it is crude in places) and will not readily build from the packet. Yet the cult status of the Schlepp will ensure that many will buy Dujin's offering. A number of the later turbine modified machines are still flying, together with at least one Hispano-engined example like the review kit.

My thanks to Dujin for the review sample.

Simon Snape



Thank You

Scale Aviation Modeller International would like to thank Revell AG (UK branch) for the generous supply of paints and accessories from their extensive range for use by the review team throughout 2002.



Thank You

Scale Aviation Modeller International would like to thank Humbrol Ltd for the generous supply of paints and accessories from their extensive range for use by the review team throughout 2002.



Thank You

Scale Aviation Modeller International would like to thank AstroModel for the generous supply of paints from their Lifecolor range for use by the review team throughout 2002.

NOTE:

All items for this column are to be sent to the Group Editor (Richard A. Franks), P.O. Box 426, Bedford, MK43 0WF

Aires

This month sees a number of new releases from Aires, samples of which have been sent directly to us for review.

1/72nd Scale

Subject: A-10A Thunderbolt II

Scale: 1/72nd

Product No.: 7090

Type: Detail Set

Designed for: Italeri or Revell kits

Price: £TBA

Includes: The set offers a complete new cockpit interior comprising 'tub', instrument panels, control column and ejection seat in resin and instrument panel facias with acetate backing film, seat belts, canopy framing, HUD and rudder pedals in etched brass. The set also offers a complete nose bay area with cannon and undercarriage bay in a combination of resin and etched parts.

1/48th Scale

Subject: Republic P-47D Gun Bays

Scale: 1/48th

Product No.: 4136

Type: Detail Set

Designed for: Hasegawa kits

Price: £TBA

Includes: This set offers open wing-mounted



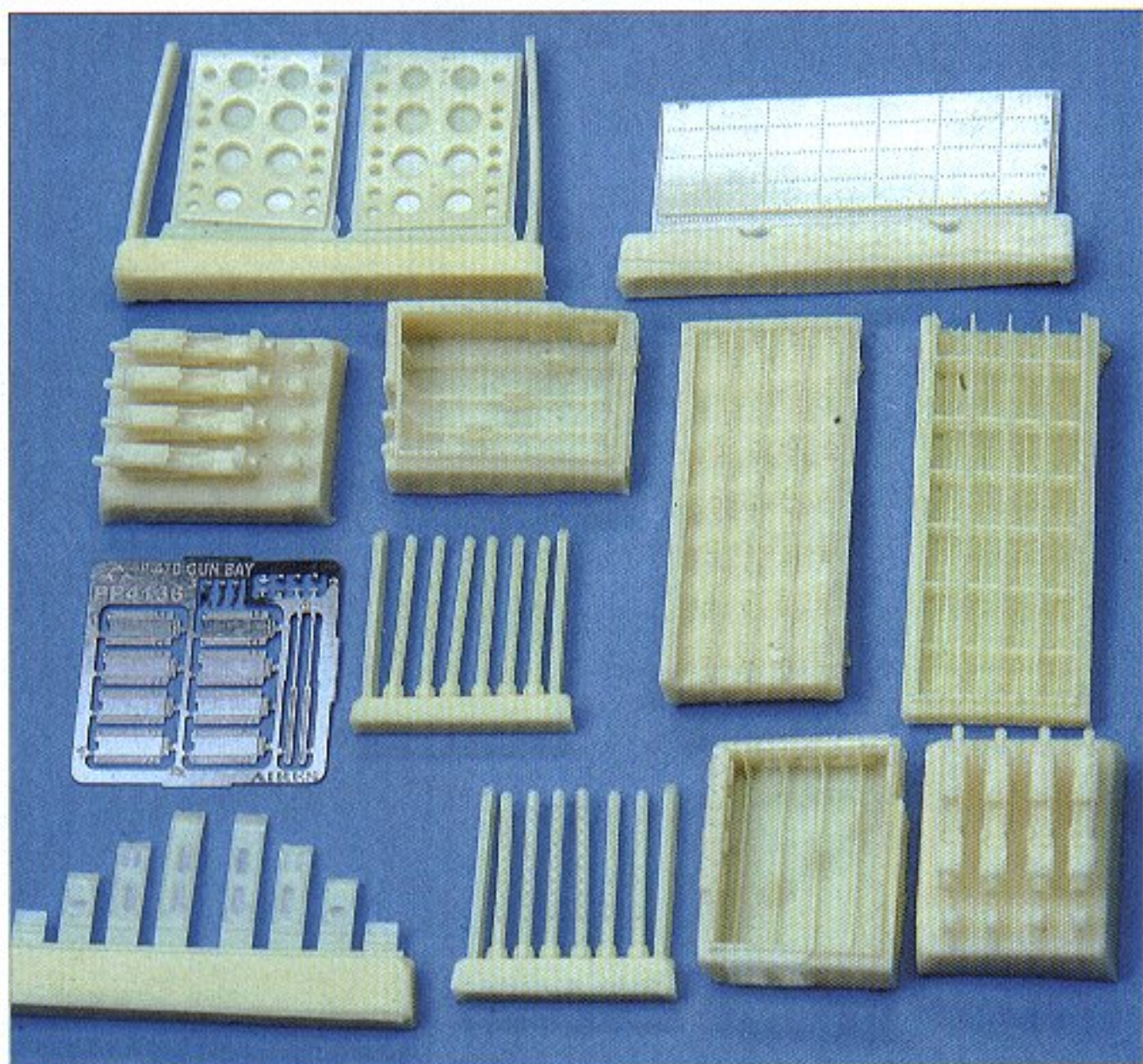
2003 Subject: ACES II Ejection Seat (A Type) - Aires



7090 A-10A Thunderbolt II (Italeri/Revell) - Aires



4137 Hughes AH-64 Apache Longbow (Hasegawa) - Aires



4136 Republic P-47D Gun Bays (Hasegawa) - Aires

machine gun bays for the wings of the P-47D made from a combination of resin and etched brass components.

Subject: Hughes AH-64D Apache Longbow
Scale: 1/48th
Product No.: 4137
Type: Cockpit Set
Designed for: Hasegawa kit
Price: £18A

Includes: This set offers the new cockpit interior comprising cockpit tub, sidewalls, armoured seats, instrument panels and control columns in resin. The remainder of the components are etched and consist of the seat belts, instrument panels (with acetate backing film) and rudder pedals.

1/32nd Scale

Subject: ACES II Ejection Seat (A Type)
Scale: 1/32nd
Product No.: 2003
Type: Accessory
Designed for: Any F-16 kit
Price: £18A

Includes: This set offers the main ejection seat as a resin component and then all the detail parts as etched brass. These etched components include seat belts buckles in types specific for the A/B, C early, C/D/N or C/D Block 40 and later

Conclusion

As you would expect from Aires, all of the above items are produced to the very highest standards. The level of detail coupled with the high quality casting make them very desirable and when you

consider their relatively low retail price, they have got to be well worth investing in.

They are very highly recommended to all.

Our thanks to Aires for the review samples. UK modellers can obtain this range from LSA Models or Hannants.

Heritage Aviation & Whirlybird Decals

The latest product from Heritage is a conversion set made in conjunction with Whirlybird Decals and a sample has been passed directly to us for review.

1/72nd Scale

Subject: Seafire 'Operation Torch'
Scale: 1/72nd
Product No.: WK72010
Type: Conversion
Designed for: See Text
Price: £9.99

Includes: This conversion actually includes the Italeri Spitfire Mk V kit for which it is designed. The set even includes markings

for a Mk V (AB910) operated by the Battle of Britain Memorial Flight, just in case you don't want to do a Seafire!

The resin conversion parts include the Seafire arrestor hook insert and spinner, plus C-type wing inserts that are needed for one of the decal options and which will have to be installed in the Italeri wings once the corresponding area is removed. White-metal parts include the propeller blades and tropical filter.

The decal options in this kit are as follows.

- 1. Spitfire Mk V, AB910, ZD-C of the Battle of Britain Memorial Flight, RAF Coningsby
- 2. Seafire Mk IIc, MB156, D6-G of No.885 NAS on HMS Formidable during 'Operation Torch' in November 1942. This machine was flown by Sub. Lt. J.D. Buchanan.
- 3. Seafire Mk IIb, MB340 flown by Lt. Cdr Duncan Hamilton from Port Reitz, Kenya in 1943.

Conclusion

This is an excellent little conversion, although the statement on the box top is a bit misleading, as there are not conversion parts in it for two Seafires (only one set of resin and metal parts for the arrestor hook and four-blade propeller are included and you need a set for each option). That aside this is an excellent set and the inclusion of the BMMF decals is just another bonus that makes the whole package excellent value.

Our thanks to Heritage Aviation for the review sample.



NEW ARRIVALS

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HST18 - Messerschmitt Bf109G-14. 1:32



HJT09417 - Messerschmitt Bf109K-4 'Red Tulip'. 1:32



HLT10638 - AC-130H Hercules 'Spectre'. 1:200



HJT09424 - Spitfire Mk. IXe. 1:48

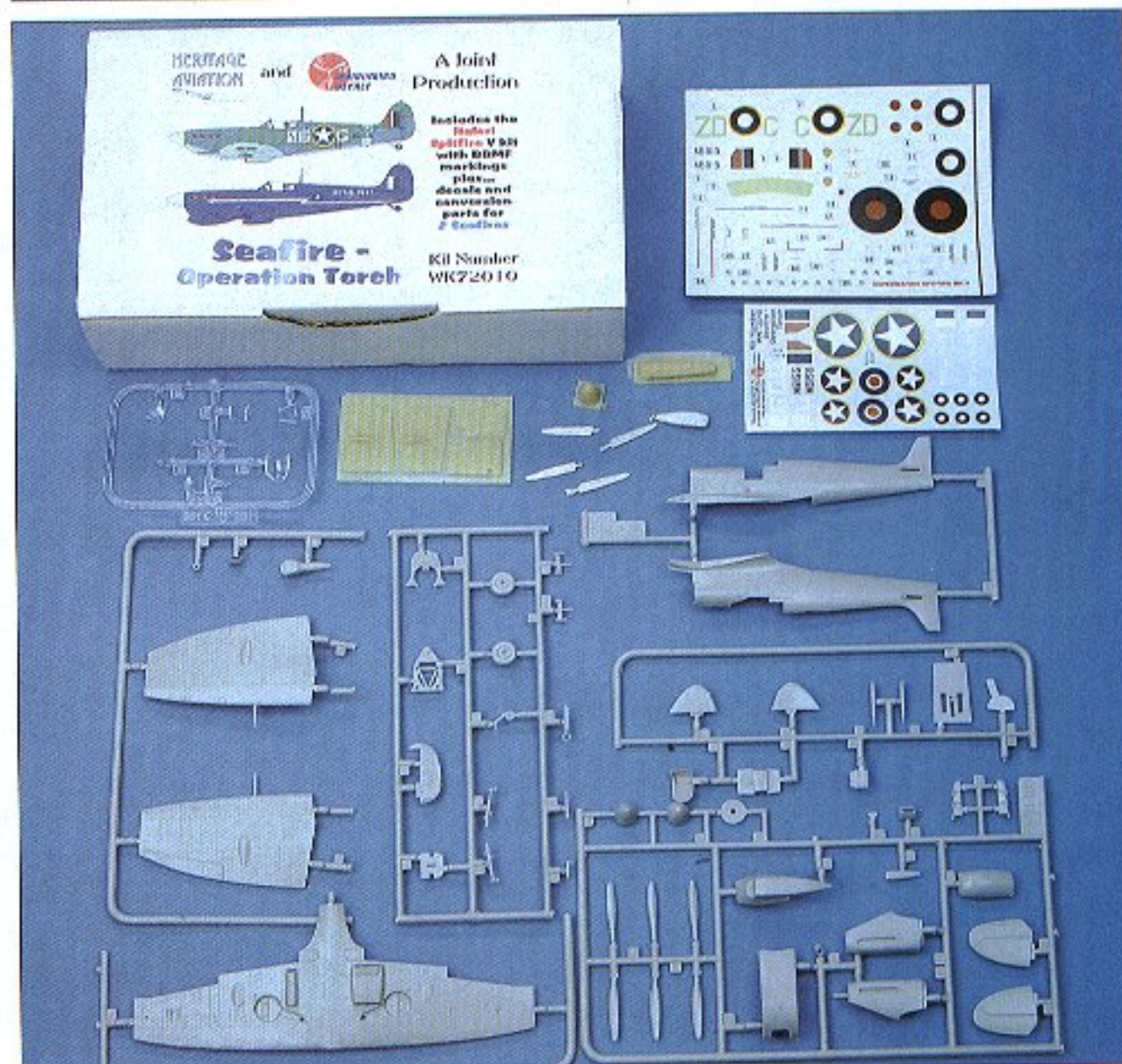


HA0299 - Tornado IDS 'Tiger Meet 2001'. 1:72
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WK72010 Seafire 'Operation Torch' - Heritage Aviation

Part

The latest batch of etched detail sets from this manufacturer has been sent by Jadar-Model for us to review.

1/72nd Scale

Subject: Albatros D.III

Scale: 1/72nd

Product No.: S72-190

Type: Detail Set

Designed for: Roden kit

Price: £TBA

Includes: Complete set of forward bulkheads, instrument panel, seat and harness, compass, throttle quadrant, control column, machine guns,

control horns, wing-mounted radiator matrix, tail skid, wheels (spoked) and a complete set of rigging eyelets.

Subject: Fokker D.VI

Scale: 1/72nd

Product No.: S72-191

Type: Detail Set

Designed for: Roden kit

Price: £TBA

Includes: Internal framework, instrument panel, seat and harness, kickplate, compass, throttle quadrant, control column, machine guns, tail skid, wheels (spoked), propeller boss, control horns and engine pushrods

Subject: Messerschmitt Me 262A-1a

Scale: 1/72nd

Product No.: S72-192

Type: Detail Set

Designed for: Revell or Hasegawa kits

Price: £TBA

Includes: Instrument panel with acetate backing film, side consoles, rudder pedals, seat belts, canopy details, head armour, aerial mast, wheel hubs (two styles), undercarriage doors, oleo compression linkage, engine compressor blades, drop tank straps, DF loop and various access panels.

Subject: Messerschmitt Me 262B-1a/U1

Scale: 1/72nd

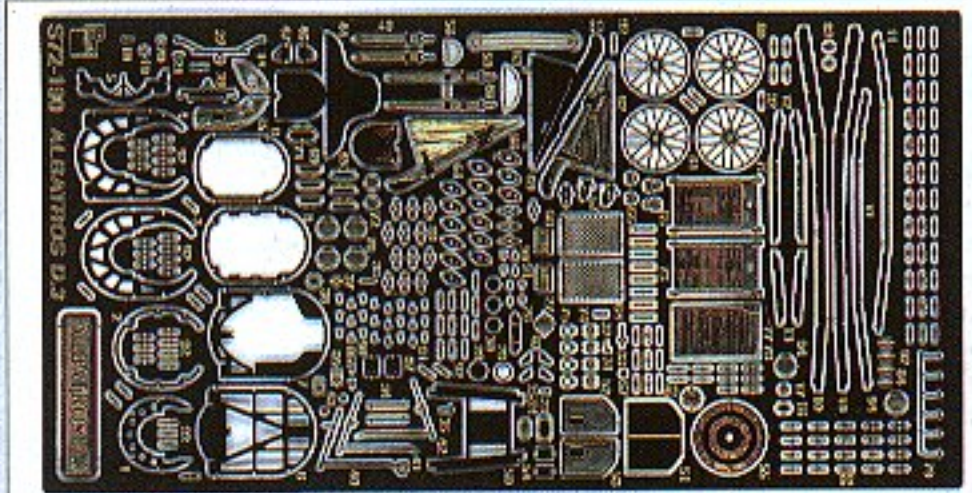
Product No.: S72-193

Type: Detail Set

Designed for: Revell or Hasegawa kits

Price: £TBA

Includes: Instrument panel with acetate backing film, side consoles, rudder pedals, seat belts, canopy details, head armour, radar equipment



S72-190 Albatros D.III (Roden) - Part

frame, aerial mast, wheel hubs (two styles), undercarriage doors, oleo compression linkage, engine compressor blades, drop tank straps, DF loop, various access panels and radar antenna array.

Subject: MiG-21MF Exterior

Scale: 1/72nd

Product No.: S72-195

Type: Detail Set

Designed for: Zvezda kit

Price: £TBA

Includes: Chaff dispenser fronts, rear ramps, glazing surrounds, various rod and blade antennae, tail and main rotor hub detail, UB-16 launcher fronts, main crew access steps, exhaust screens, windscreen wipers and various panels.

1/48th Scale

Subject: Messerschmitt Me 262A-2a

Scale: 1/48th

Product No.: S48-103

Type: Detail Set

Designed for: Tamiya kit

Price: £TBA

Includes: Two styles of instrument panel with acetate backing film, gunsight, side consoles, rudder pedals, seat belts, canopy details, seat support frame, head armour, bomb fins, aerial mast, canopy frames, electrical boxes for the gun bay, wheel hub details, oleo compression linkage and various access panels.

This set also includes details for the Kettenkrad.

Subject: Sukhoi Su-15TM

Scale: 1/48th

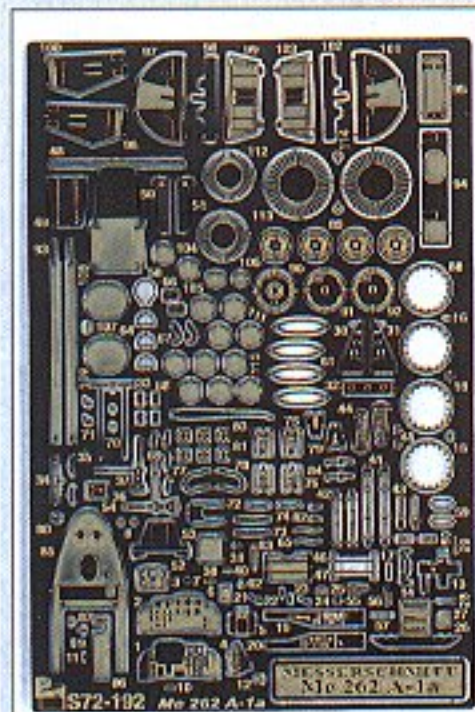
Product No.: S48-104

Type: Detail Set

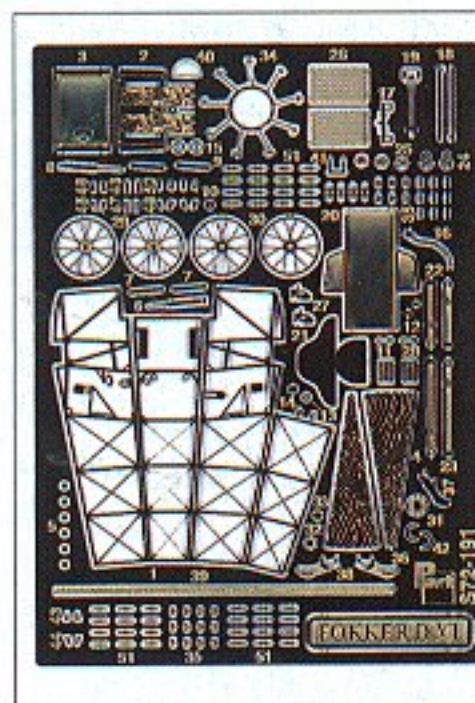
Designed for: Trumpeter Kit

Price: £TBA

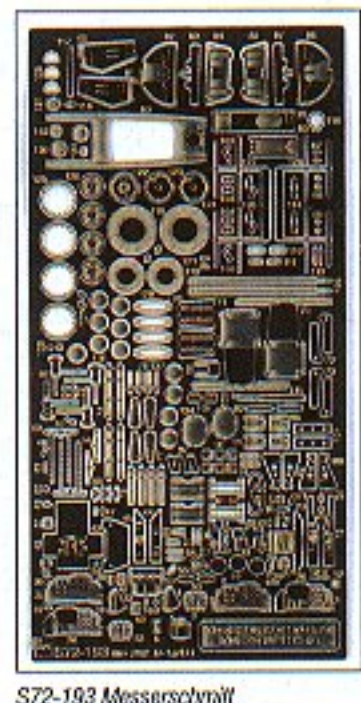
Includes: Instrument panel with acetate backing film, sidewalls, side consoles, throttle quadrant, seat belts, ejection seat details, intake doors, wheel hubs, undercarriage door hinges, air brakes, afterburner rings, missile fins and various blade and rod antennae.



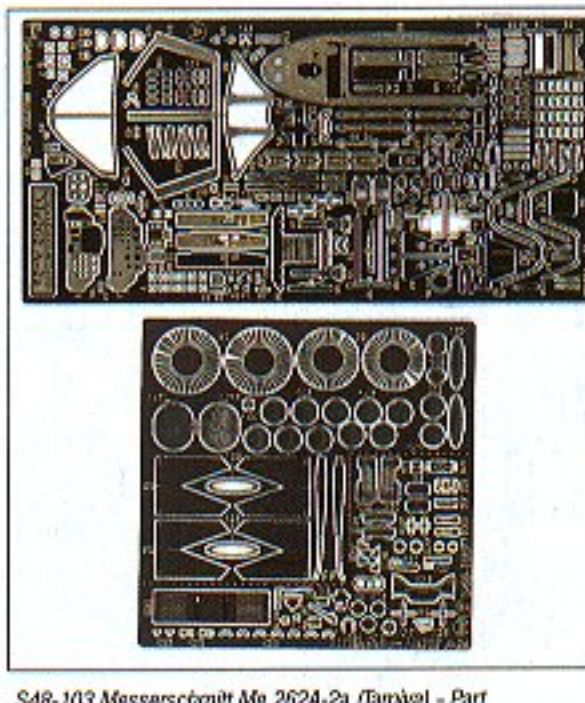
S72-192 Messerschmitt Me 262A-1a (Revell/Hasegawa) - Part



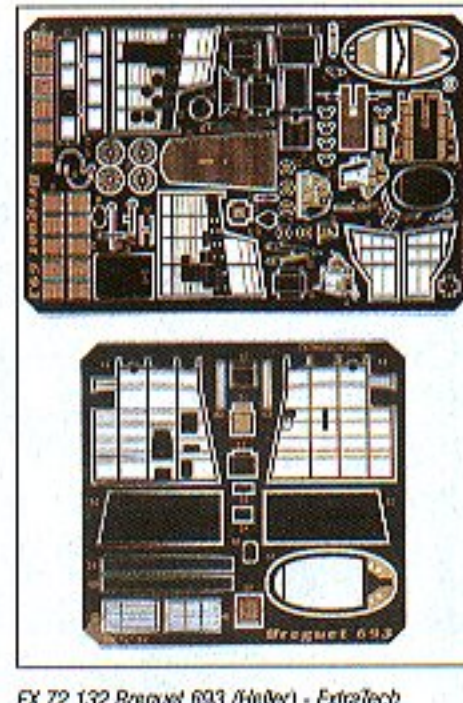
S72-191 Fokker D.VI (Roden) - Part XXX



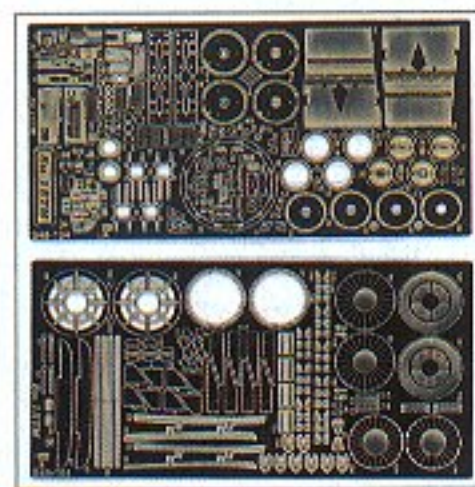
S72-193 Messerschmitt Me 262B-1a/U1 (Revell/Hasegawa) - Part



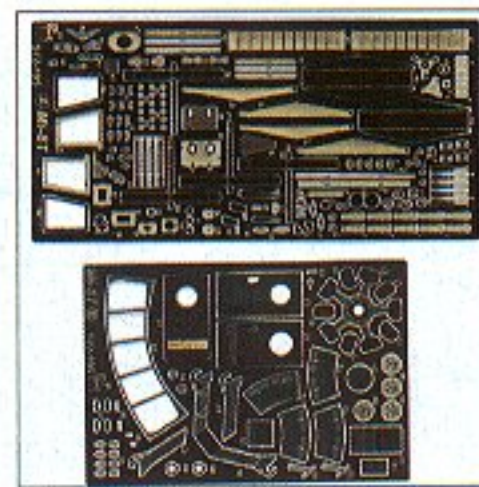
S48-103 Messerschmitt Me 262A-2a (Tamiya) - Part



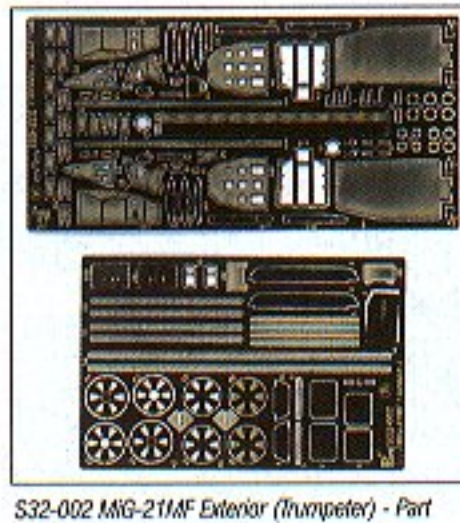
EX.72 132 Breguet 693 (Heller) - ExtraTech



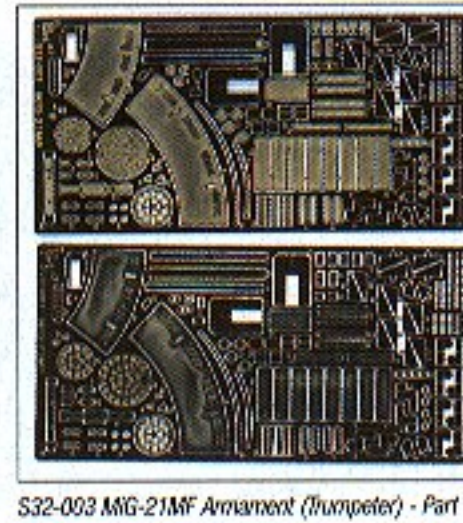
S48-104 Sukhoi Su-15TM (Trumpeter) - Part



S72-195 MiG-21MF Exterior (Zvezda) - Part



S32-002 MiG-21MF Exterior (Trumpeter) - Part



S32-003 MiG-21MF Armament (Trumpeter) - Part

1/32nd Scale**Subject:** MIG-21MF Exterior**Scale:** 1/32nd**Product No.:** S32-002**Type:** Detail Set**Designed for:** Trumpeter kit**Price:** £TBA**Includes:** Wheel hubs, air brakes, undercarriage doors, exhaust 'petals', ammunition links and various blade and rod antennae.**Subject:** MIG-21MF - Armament**Scale:** 1/32nd**Product No.:** S32-003**Type:** Detail Set**Designed for:** Trumpeter kit**Price:** £TBA**Includes:** RS-2US fins, FAB-250M-46 tail units and lugs, R-3R & S fins, R-13M fins, UB-16 nose cone and suspension lugs and UB-32 nose cone and suspension lugs.**Conclusion**

Another stunning batch of new releases from Part. Their move into 1/32nd scale has been strengthened with the above two sets and it is good to see them using their expertise in Russian types to good effect. All of the above products are highly recommended to the experienced modeller.

Our thanks to Part (Jadar-Model) for the review samples. UK modellers should contact Aeroclub for price and availability of the featured sets.

ExtraTech

A new batch of releases from this Czech manufacturer has been passed directly to us for review.

1/72nd Scale**Subject:** Breguet 693**Scale:** 1/72nd**Product No.:** EX.72 132**Type:** Detail Set**Designed for:** Heller kit**Price:** £TBA**Includes:** Full interior structure, cockpit floor and rear bulkhead, instrument panel with acetate backing film, pilot's seat and seat belts, rear compartment framework and floor, engine cowling gills and main wheel hubs.**Subject:** Letov S-328**Scale:** 1/72nd**Product No.:** EX.72 138**Type:** Detail Set**Designed for:** KP kit**Price:** £TBA**Includes:** Full interior structure, cockpit floor, instrument panels with acetate backing films, ring and bead sight, windscreen framework, rudder pedals, rear camera, machine gun details and ammunition drums, pilot's seat and seat belts.**Subject:** Vertol H-21 Shawnee**Scale:** 1/72nd**Product No.:** EX.72 139**Type:** Detail Set**Designed for:** Revell or Italeri kits**Price:** £TBA**Includes:** Seat frames, seat belts, cockpit rear

bulkhead, control pedals, instrument panel and central consoles with acetate backing films, rotor head details, windscreen wiper, nose-mounted antenna for the German versions, exterior steps and various panels.

Conclusion

This is a good selection of new releases from ExtraTech. Their quality and depth of coverage is excellent and we can therefore recommend all of them to the more experienced modeller.

Our thanks to ExtraTech for the review samples. UK modellers should contact Aeroclub for price and availability of the featured sets.

C&H Aero Miniatures

It has been quite a while since we have seen anything from this manufacturer, so we were delighted to receive the follow item for review from them during the recent IPMS/USA National Convention.

1/48th Scale**Subject:** McDD TAV-8B**Scale:** 1/48th**Product No.:** N/A**Type:** Conversion**Designed for:** Revell-Monogram kit**Price:** £TBA**Includes:** This is an extensive conversion set

comprising a new forward nose/cockpit section, two ejection seats, cockpit 'tub', rear decking section, rear instrument panel and coaming and FOD covers all in resin. The set also offers three vac-formed clear plastic canopy sections comprising a complete canopy unit, and two separate mid-sections should you wish to cut up the former and display the canopies open.

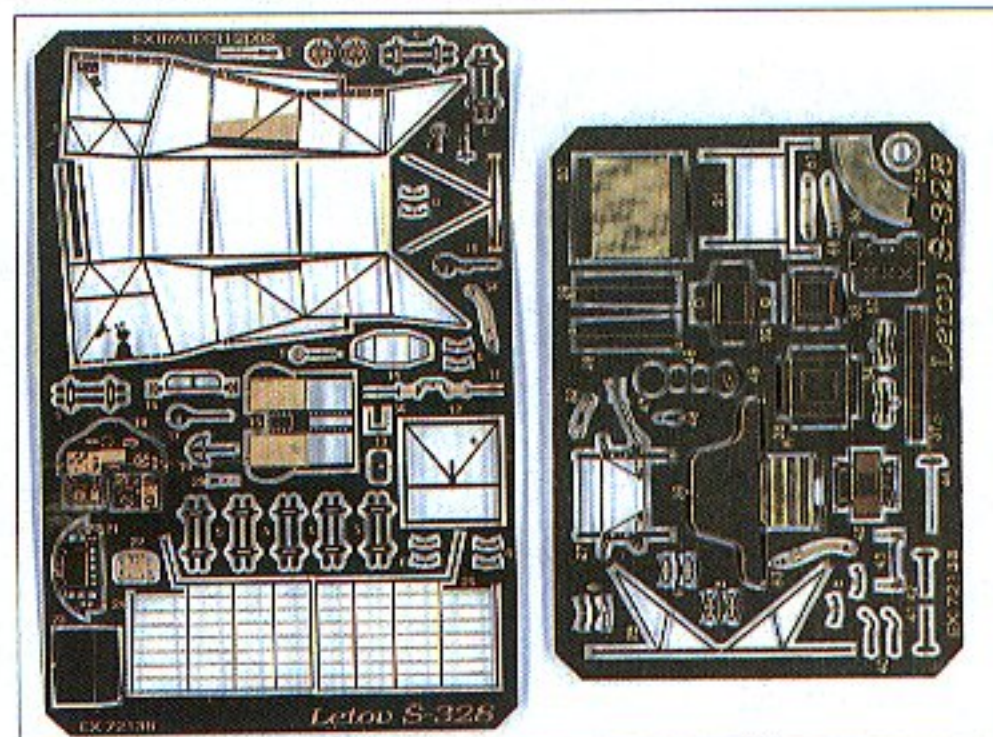
The set also comes with a decal sheet offering the following options.

- 1. RTAV-8B, VMAT-203 'Hawks', NAS Cherry Point, NC. This is the commander's aircraft complete with colourful eagle head on the vertical fin.
- 2. TAV-8B, BuNo.164540, VMAT-203 'Hawks', NAS Cherry Point, NC.
- 3. TAV-8B, Aviazione per la Marina Militare, Gruppo Aerei Imbarcati, Taranto-Grottaglie, Italy.

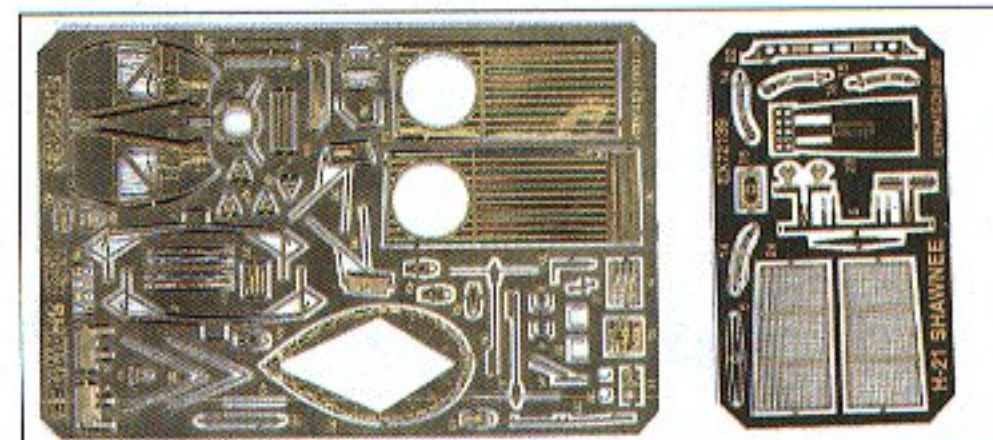
Conclusion

This is an excellent conversion that is made all the better by the inclusion of those excellent decals. It has been a while coming, but at last we have the option to build a TAV-8B fairly easily without the need to scratchbuild!

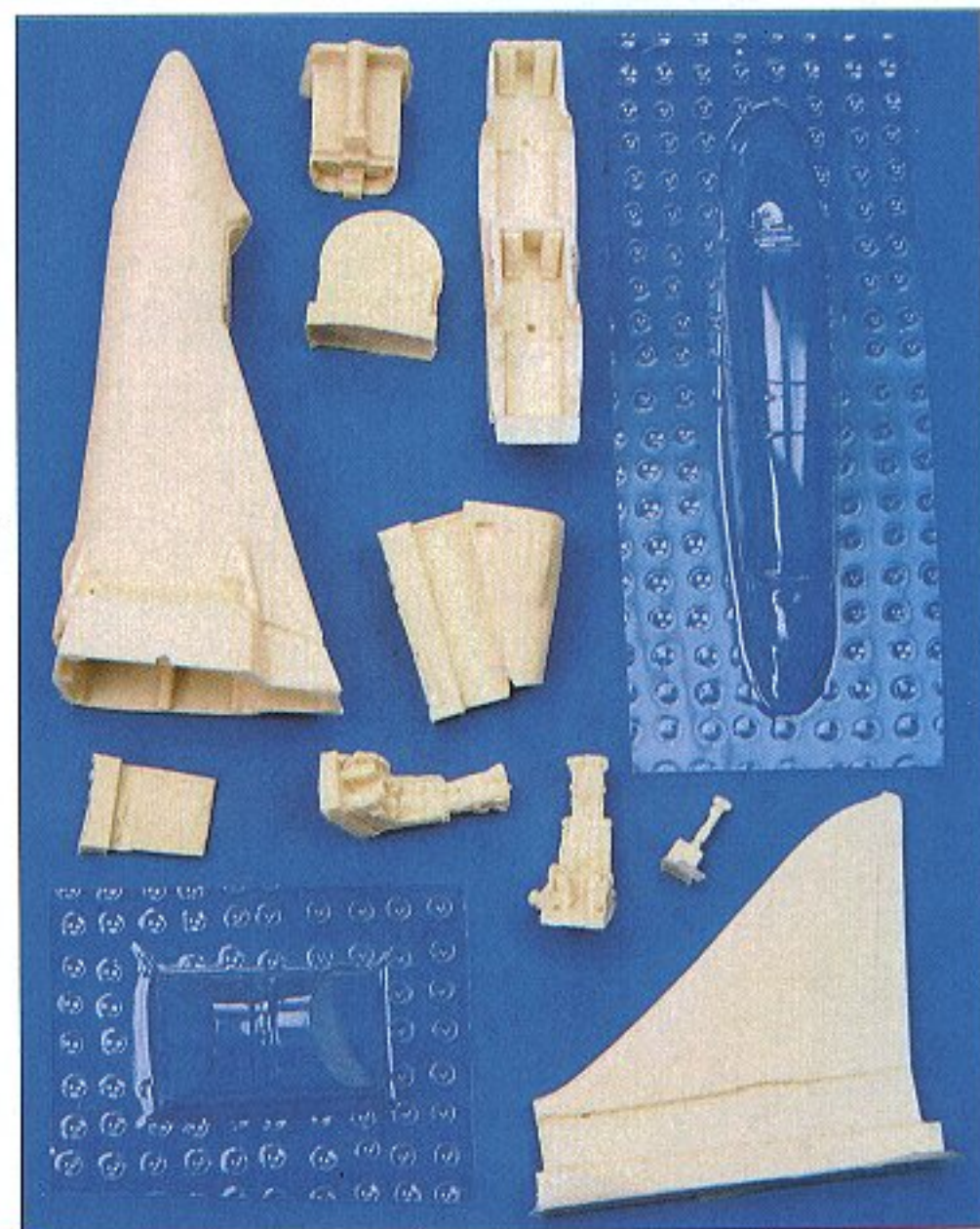
Our thanks to C&H Aero Miniatures for the review sample. At present we are unaware of a UK stockist of this range, so all enquiries will have to be made directly with the manufacturer.



EX.72 138 Letov S-328 (KP) - ExtraTech



EX.72 139 Vertol H-21 Shawnee (Revell/Italeri) - ExtraTech



McDD TAV-8B (Revell-Monogram) - C&H Aero Miniatures

NOTE:
All items for this column are to be sent to the Group Editor (Richard A. Franks), P.O. Box 426, Bedford, MK43 0WF

Techmods

This month sees a number of new sheets from this manufacturer, samples of which have been sent directly to us for review by their sole exporter, Mirage Hobby.

1/72nd Scale

72020 - Grumman F6F-5 Hellcat

- 1. BuNo.70143, 'Ninsi III' flown by Cdr David McCampbell of Air Group 15 on USS Essex, 24th October 1944.
- 2. 'White 9' flown by Lt. Charles Stimpson of VF-11 on USS Hornet in November 1944.
- 3. '71' flown by Lt. Leo B. McCuddin of VF-20 on USS Enterprise in October 1944.
- 4. 'White 25' flown by Bruce Williams of VF-19 on USS Lexington in October 1944.

On top of the above unique markings this sheet includes one set of national insignia and stencils, including those for the propeller.

72031 - Gotha G.IV

- 1. G.IV SSW of 21 Destroyer Squadron, Polish Air Force, 1920.

72104 - Fokker D.VII

- 1. D.VII (OAW) of the 15th Fighter Squadron, Polish Air Force during the Polish-Russian War in 1920.
- 2. D.VII (Alb), 530/18 of the Polish Air Force based at Lawica Air Station in 1921.
- 3. D.VII (Alb), 502/18 flown by Kpt. Pil. Stefan Bastyr the Commander of the 3rd Air Group at Lwow in 1920.
- 4. D.VII (OAW), 22.04 of the 15th Fighter Squadron of the Polish Air Force during the Polish-Russian War in 1920.

- 5. D.VII (OAW) with both German and Polish markings as seen at the OAW factory airfield at Pilau in 1920.

Note that this sheet does not include any lozenge fabric decals.

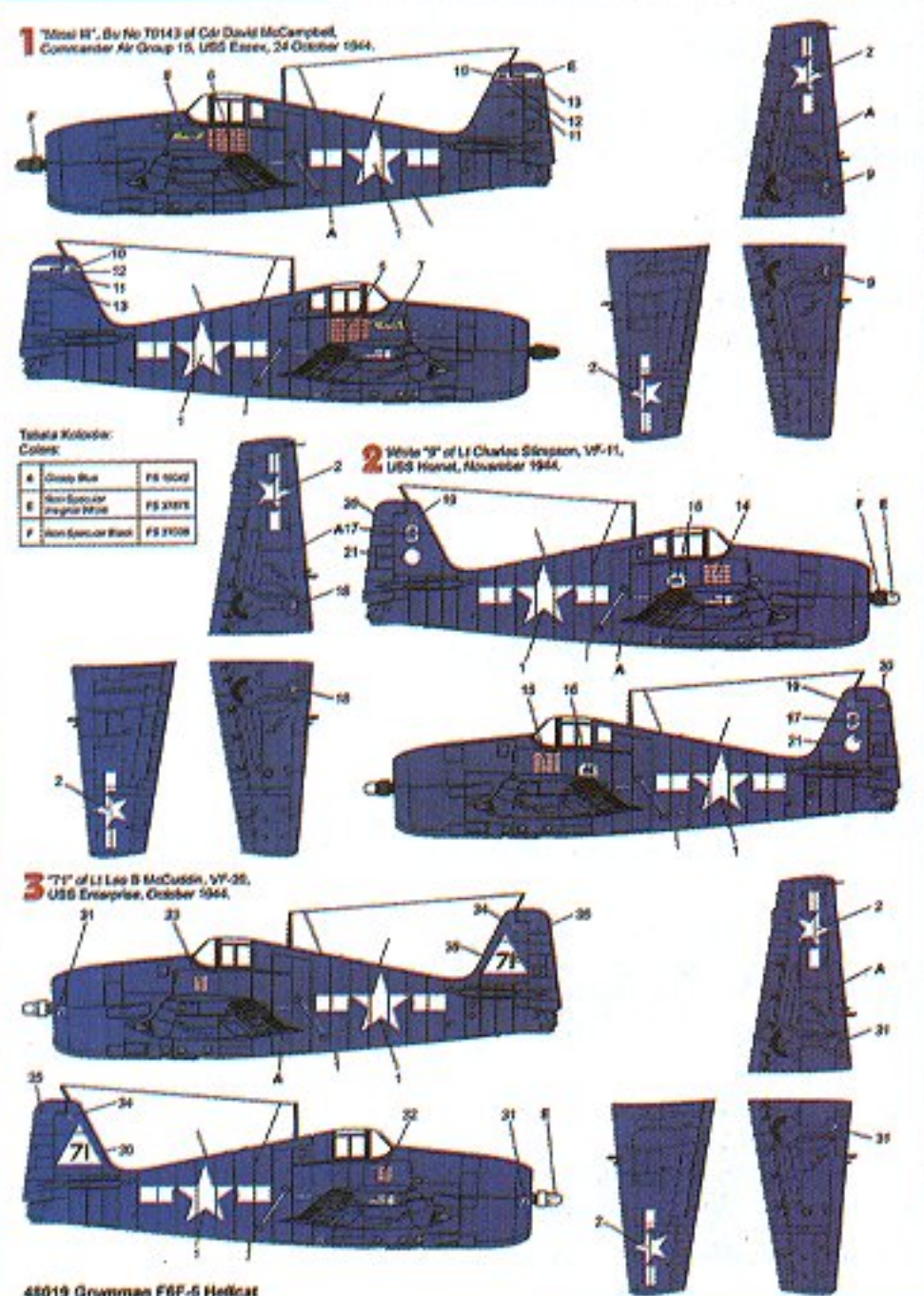
72119 - Stripes for Lozenge

This sheet offers forty-eight stripes, split equally into twenty-four each of red and blue.

1/48th Scale

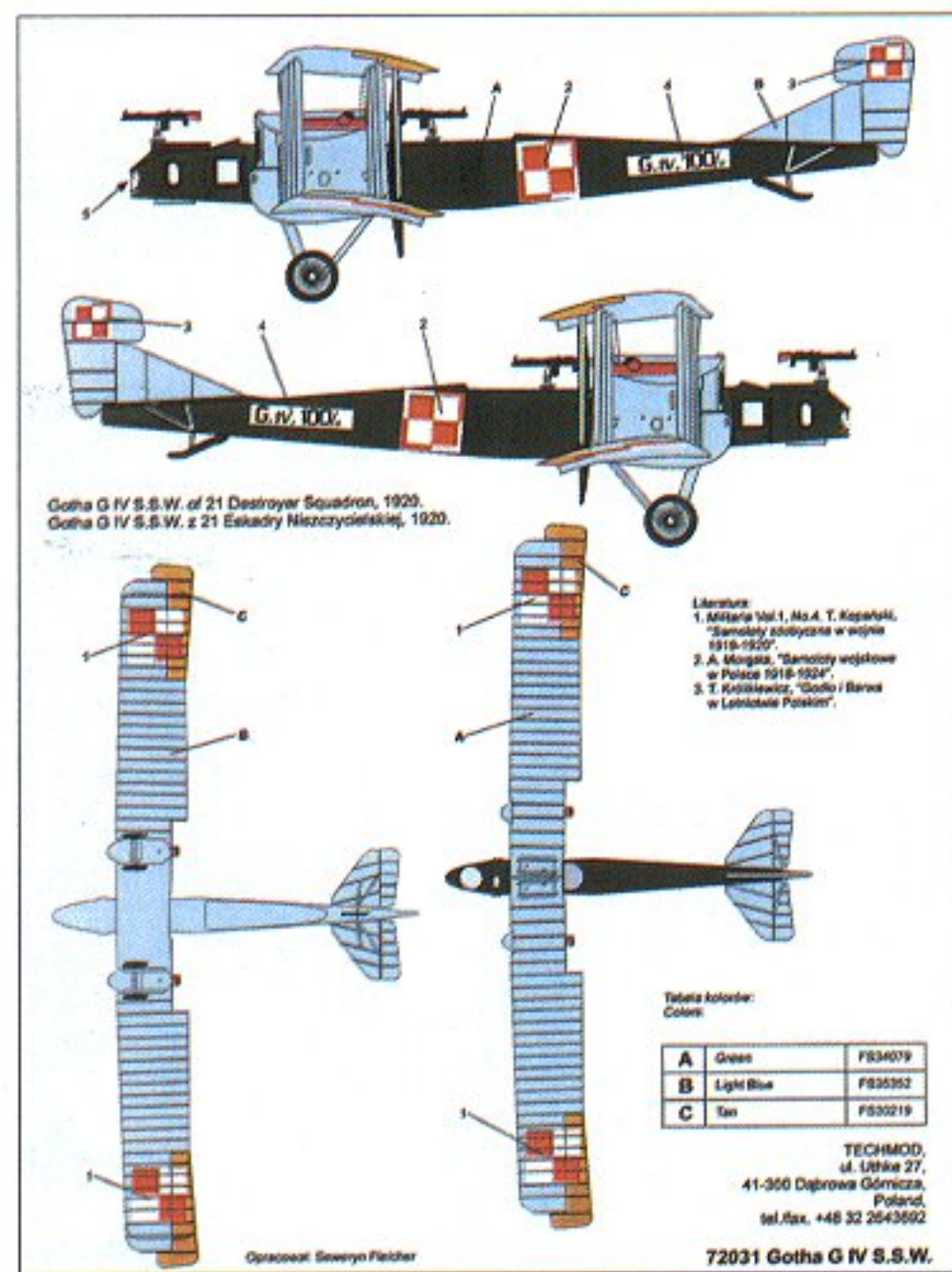
48019 - Grumman F6F-5 Hellcat

This sheet offers the same four options offered on the 1/72nd scale version (72020) reviewed elsewhere.



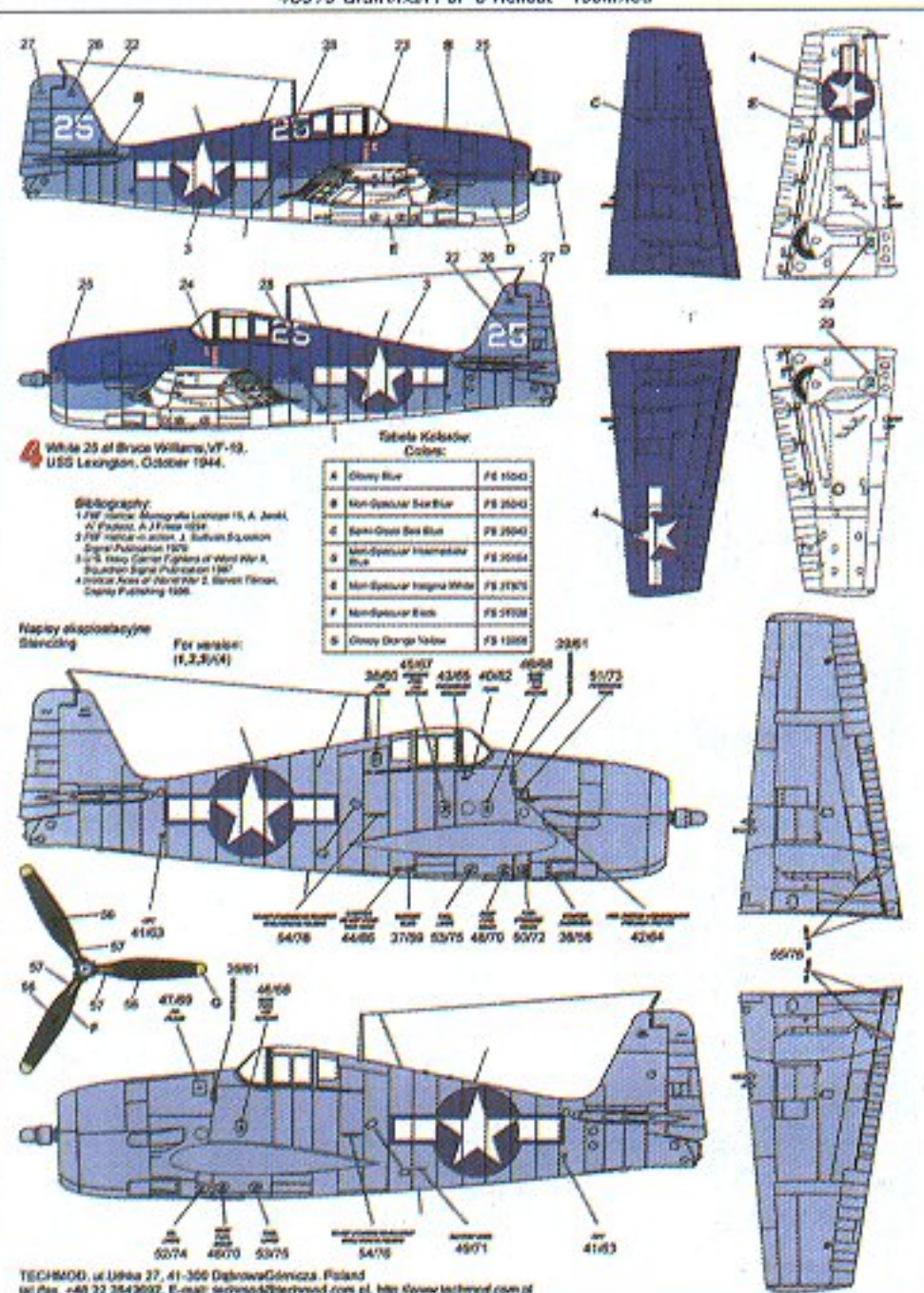
48019 Grumman F6F-5 Hellcat

48019 Grumman F6F-5 Hellcat - Techmod



72031 Gotha G.IV - Techmod

72031 Gotha G.IV S.S.W.



TECHMOD, ul. Utki 27, 41-300 Dobrowa Górnica, Poland
tel. fax: +48 32 3842002, E-mail: techmod@techmod.com.pl, http://www.techmod.com.pl

In this larger scale it still manages to offer one set of national insignia and stencils, including those for the propeller, on top of the unique markings for all four options.

48050 - General Motors FM-2 Wildcats

- 1. 'White 20' of VC-93 on USS Petrof Bay in April 1945.
 - 2. 'White D9' of VC-14 on USS Hoggatt Bay in October 1944.
 - 3. 'Black 4' of VC-13 on USS Tripoli in March 1944.
 - 4. 'White D6' of VC-14 on USS Hoggatt Bay in October 1944.
 - 5. 'White 18' of VC-99 on USS Hoggatt Bay in July 1945.
- On top of the above unique markings this sheet includes one set of national insignia and stencils,

including those for the propeller.

48055 - Stripes for Lozenge

This is a scaled-up version of 72119 reviewed elsewhere, although in this large scale there are only forty stripes (twenty of each colour).

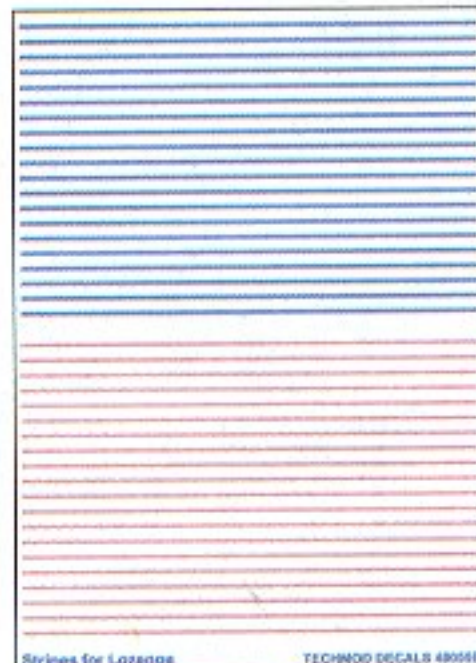
Conclusion

All of these sheets are of excellent quality. The FM-2 sheet is a welcome one and the Gotha in 1/72nd is certainly something a bit out of the ordinary!

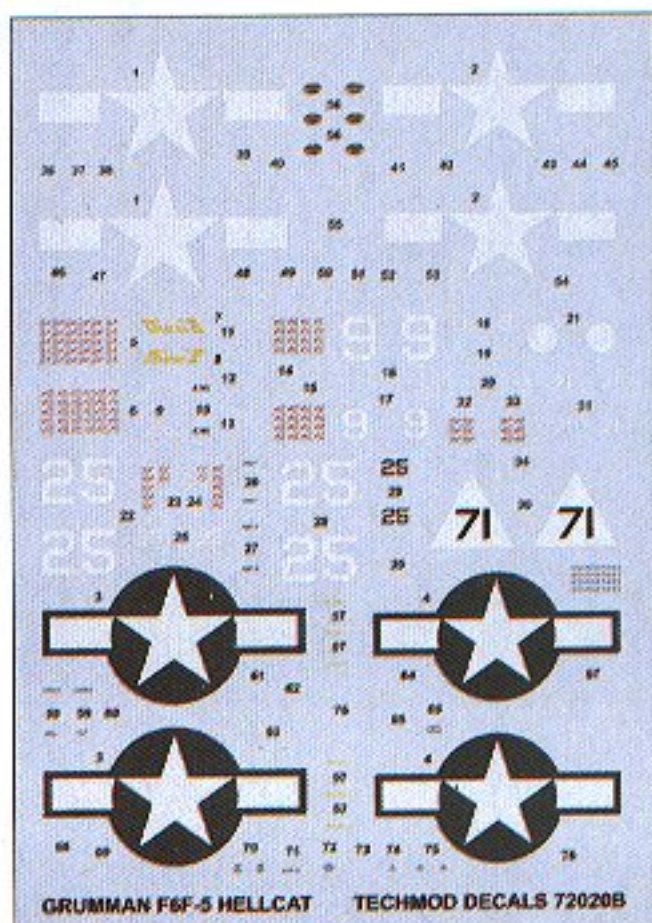
Our thanks to Mirage Hobby for the review samples.



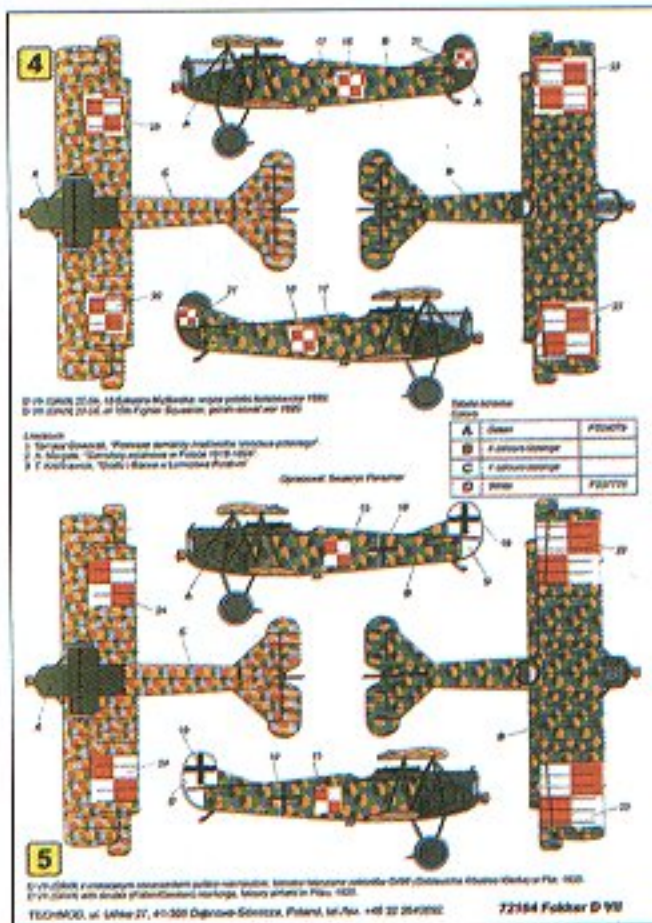
72119 Stripes for Lozenge - Techmod



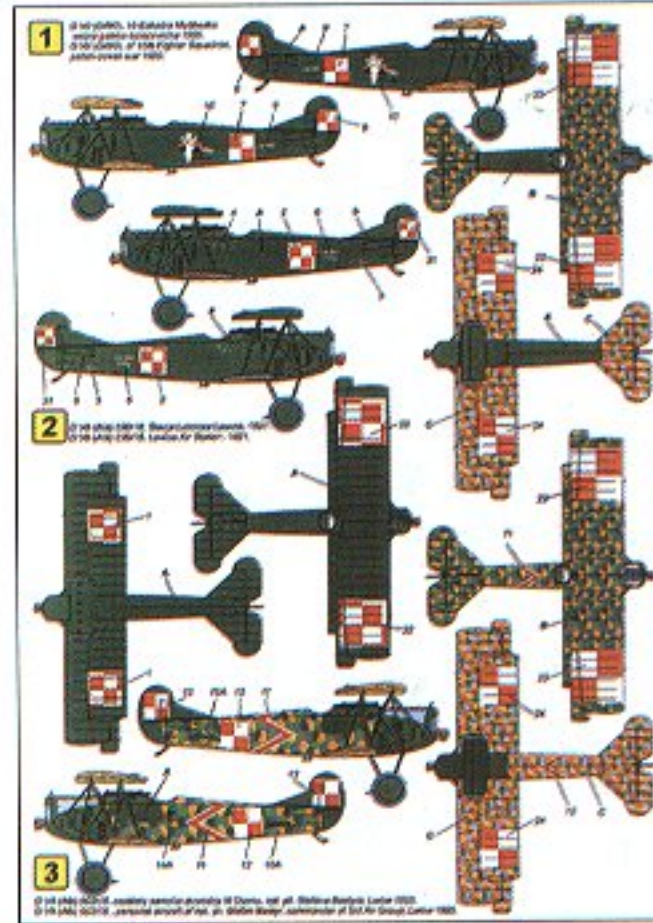
48055 Stripes for Lozenge - Techmod



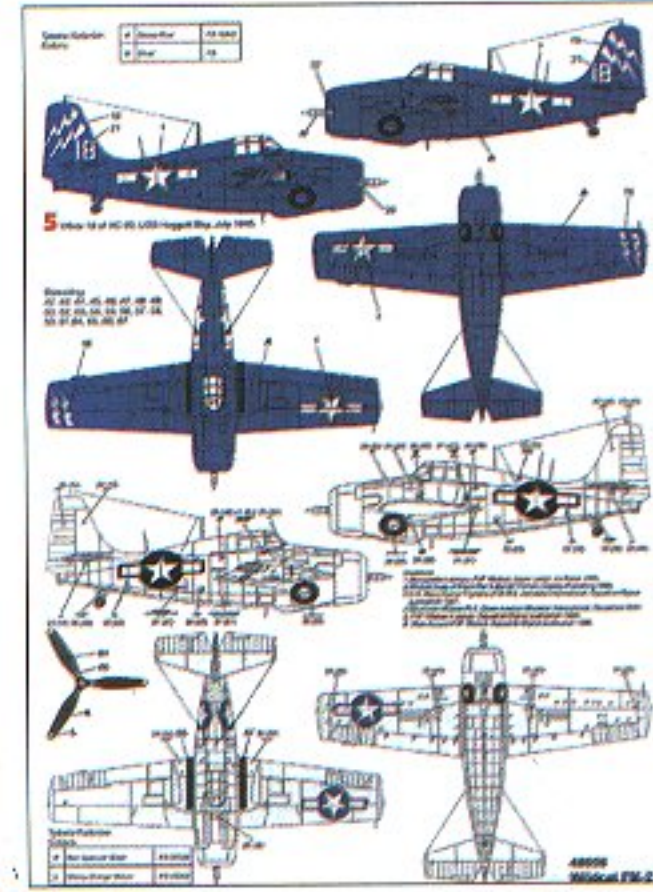
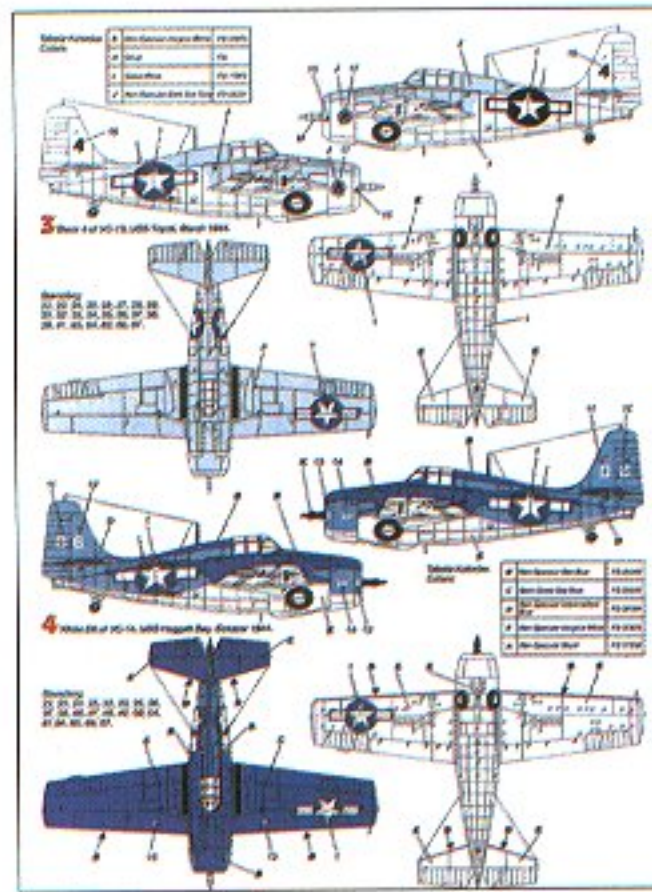
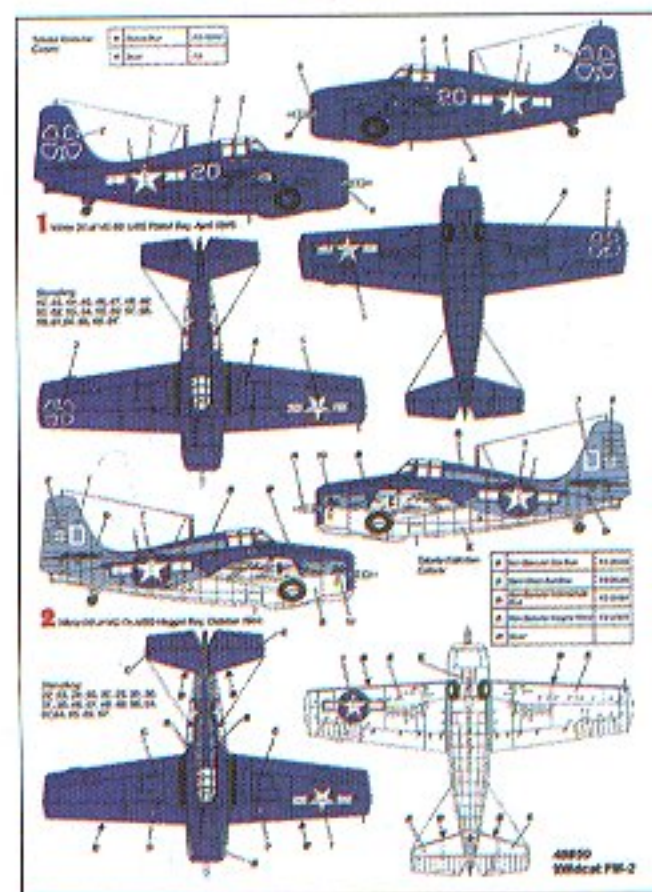
72020 Grumman F6F-5 Hellcat - Techmod



72104 Fokker D.VII - Techmod



48050 General Motors FM-2 Wildcats - Techmod





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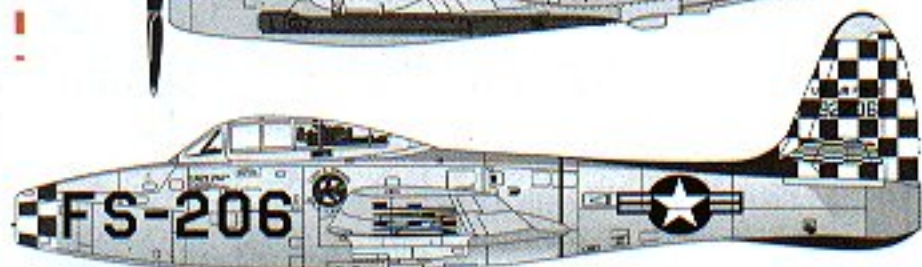
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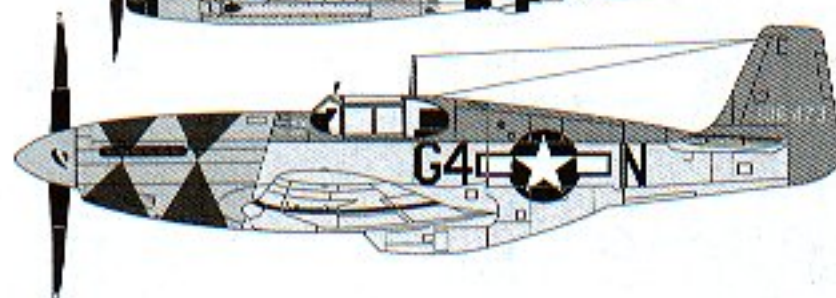
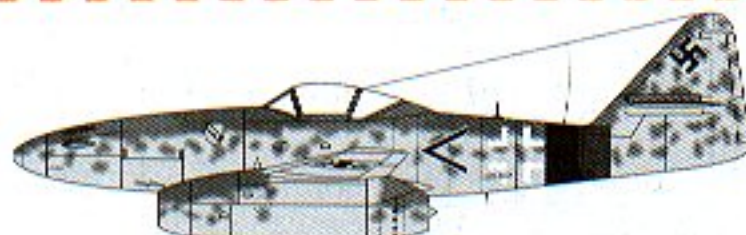
November Releases



- 48-569 Thunderbolts of the 404 Pt. I
- 48-570 Thunderbolts of the 404 Pt. II
- 48-577 Yanks in the RAF
- 48-587 Colorful Corsairs A-7E
- 48-588 Colorful Tomcats F-14s
- 48-593 Airacobras at War Pt. I
- 48-597 Defenders of Malta Pt. I
- 48-598 Defenders of Malta Pt. II
- 48-608 86FBG Thunderjets Pt. I
- 48-609 86FBG Thunderjets Pt. II
- 48-610 Best Sellers "Imperial Hayates" Pt. I
- 48-572 Vikings Lo-Vis Pt. V
- 48-573 Vikings Lo-Vis Pt. VI

December Releases

- 48047 US 45 Degree #'s & Letters (White)
- 48048 US 45 Degree #'s & Letters (Black)
- 48049 US 45 Degree #'s & Letters (Yellow)
- 48065 Too Little Too Late (Me-262's) Pt. IV
- 48093 Best Sellers Corsair Collection Pt. III
- 48094 Best Sellers Corsair Collection Pt. IV
- 48098 American Jabos P-47 (405) Pt. VII
- 48099 American Jabos P-47 (405) Pt. VIII
- 48103 Slybirds, the 353 F.G. Mustang Pt. I
- 48104 Slybirds, the 353 F.G. Mustang Pt. II
- 48112 Phantoms Phorever Pt. 7
- IP72003 357th FG In Profile Pt. II
- IP72008 Blue Nose Bastards of Bodney Pt. II



The following titles are ready to go to print, and will be available in the next few months:

Mitchell Strafers • F9F Panthers Pts. I, II, III • Colorful Corsairs (A-7) • Battle in the Balkans
Battle of Britain Bf-109...(the final days) • 1/32 Blue Nose Birds (P-51D) • 1/32 Korean Aces Pt. II, III (F-86)
1/72 Augsburg Flyers Pt. I, II • Hellcats • Hayates • JFK Airwing 2001/2002 • Supersabres
Airacobras • Fokker DVII • T-28 • T-6 • Invaders • etc....

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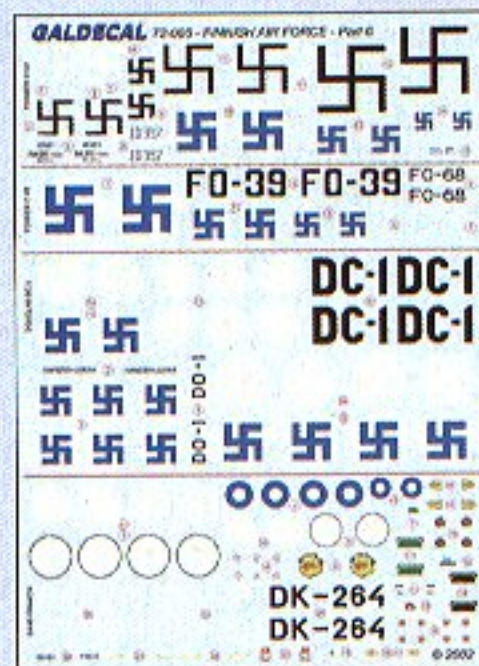
Galdecals

The latest couple of sheets from this manufacturer have been passed directly to us for review.

1/72nd Scale

72-005 - Finnish Air Force Part 5

- 1. Nieuport XVI C.1, ID.453, Ilm.P based at Santahamina, Summer of 1921.
- 2. Nieuport 23 C.1, D.61/18, Ilm.P based at Santahamina, May 1920.



72-005 Finnish Air Force Part 5 - Galdecals

- 3. Spad VII, ID.445, Ilm.Os.2 based at Utti in the Summer of 1921.
- 4. Aero A-11, AE-45, M.L.E based at Utti during 1927-8.
- 5. Aero A-11, AE-46, M.L.E based at Utti during 1927-8.
- 6. Aero A-32, AE-57, Ilmailukoulu based at Kauhava in August 1936.
- 7. Aero A-32, AE-63, M.L.E. based at Turkinlahti in 1930.
- 8. Vampire FB Mk 52, VA-5 of HaLv.11 based at Pori in the Summer of 1957.
- 9. MiG-15UTI of HaLv.31 based at Rissala in May 1974.
- 10. MiG-21F-13 of TiedLv based at Luonetjärvi in 1982-3.

72-006 - Finnish Air Force Part 6

- 1. Fokker D.VII (OAW) of Ilm.Os.2 based at Utti in the Autumn of 1918.
- 2. Fokker D.VII (OAW) of Ilm.Os.1 based at Utti in July 1923.
- 3. Fokker C.VI, FO-39 of the M.L.E based at Utti in the Autumn of 1927.
- 4. Fokker C.VI on skis, FO-70 of LeLv.14 based at Laikko during 1939-40.
- 5. Fokker C.VI, FO-68 of LAs.5 based at Suur-Merijoki in July 1935.
- 6. Douglas DC-2, DC-1 of LeLv.46 based at Luonetjärvi, 2nd August 1940.
- 7. Douglas DC-2, DC-1 of the Air

- Force HQ (VIP Transport) in 1942.
- 8. Saab J-35FS Draken of HävLLv.11 based at Rovaniemi in the Spring of 1977.
- 9. Saab J-35S Draken of HävLLv.11 at Helsinki in the Summer of 1977.
- 10. Saab J-35CS Draken of HävLLv.11 at Rovaniemi in the Autumn of 1977.

Conclusion

These are both stunning sheets which, although including no stencils, do include all the national and unique markings for each option offered! Just 500 of each of these sheets will be produced and they retail for £7.00

Our thanks to Galdecals for the review samples. UK modellers can obtain this range from Aeroclub, ED Models, Hannants or Jamieson's Models. Worldwide they can be obtained in Finland via The Aviation Shop, in France via NZ Distribution and via Flightdecs in North America. Readers from all other countries should direct their enquiries straight to the manufacturer.

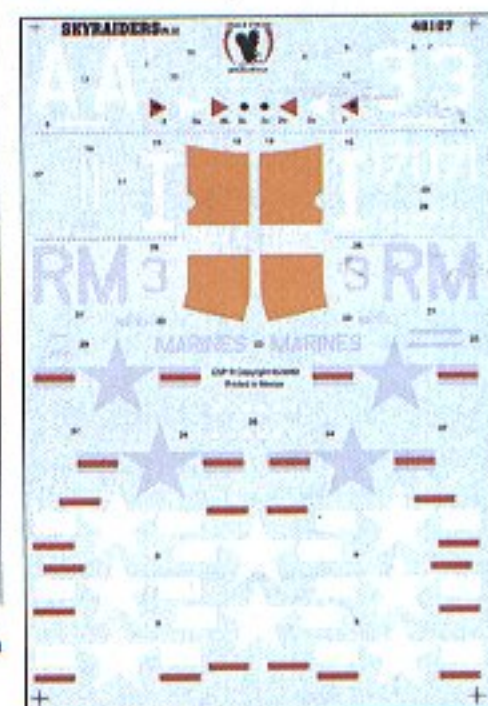
Eagle Strike Productions

The latest batch of new releases from this American manufacturer has made its way directly to us for review.

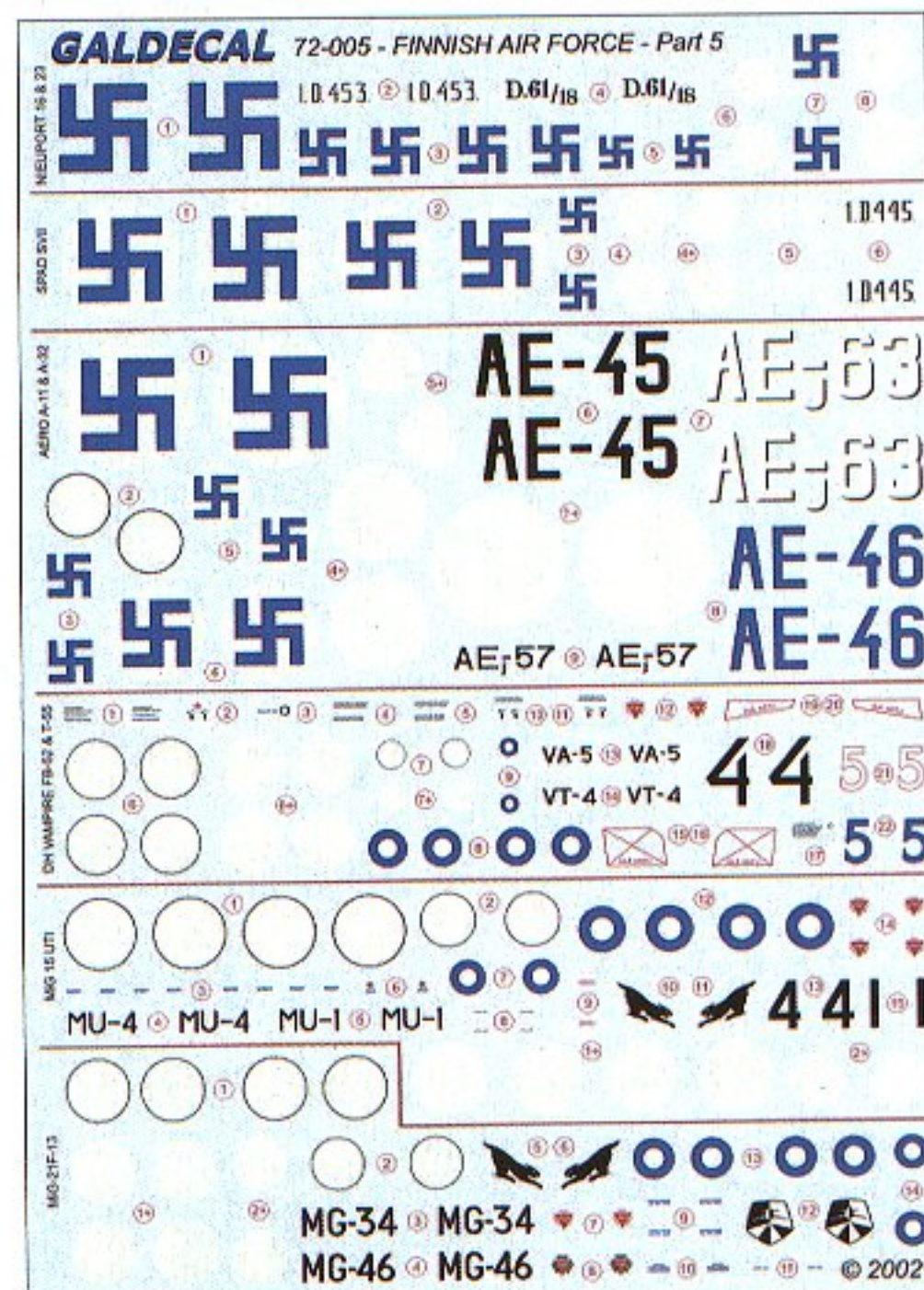
1/72nd Scale

72056 - Skyraiders Part III

- 1. Douglas AD-2Q of VF-152 based at San Francisco in October 1949.
- 2. Douglas AD-1Q based at NAS Grosse Ile in early 1950.
- 3. Douglas AD-4N, based at K-16, Korea in February 1954.



72056 Skyraiders Part III - Eagle Strike Productions



72-005 Finnish Air Force Part 5 - Galdecals



72056 Skyraiders Part III - Eagle Strike Productions

This sheet includes enough national insignia for all three options plus a bonus selection of sixteen national insignia.

72061 - Phantoms Phorever Part 6

- 1. McDD F-4N, Bu/No. 151420 of VF-41 'Black Aces' in Bicentennial markings during 1976.
- 2. McDD F-4N, BuNo.151000 of VF-111 on USS Coral Sea in 1975.
- 3. McDD F-4J, S/No. 1538373 of VF-154 off USS Ranger at NAS Miramar in May, 1975.

This sheet includes enough national insignia and stencils for a single option.

1/48th Scale

48107 - Skyraiders Part II

This sheet offers the same three options seen on the 1/72nd scale version (72056) reviewed elsewhere. It includes enough national insignia for all three options, but no stencils.

IP4804 - 357th Fighter Group In Profile Part 3 of 6

- 1. N.A. P-51D-10, S/No. 44-14532, 'Ol Flak Joe', flown by Lt. Bill Fricker of the 363rd FS, 357th FG.
- 2. N.A. P-51D-5, S/No. 44-13586,

'Hurry Home Honey', flown by Capt. Peterson of the 357th FG.

- 3. N.A. P-51D-20, S/No. 44-64099, flown by Lt. Tom Adams of the 364th FS, 357th FG in 1944/5.

- 4. N.A. P-51D-15, S/No. 44-14896, 'Nooky Boooky III' flown by Capt. Leonard Carson of the 357th FG, 2nd November, 1944.

This sheet includes enough national insignia for two options, plus two sets of stencils.

IP4809 - Blue Nose Birds of Bodney In Profile Part 3 of 6

- 1. N.A. P-51D-15, S/No. 44-15041, 'Petie 3rd', flown by Lt. Col. John C. Meyer of the 487th FS.
- 2. N.A. P-51D-10, S/No. 44-14237, 'Moonbeam McSwine', flown by Capt. William T. Whisner of the 478th FS.
- 3. N.A. P-51D-10, S/No. 44-14696, 'Hell-er Bust', flown by Capt. E.L. Heller of the 486th FS.

This sheet includes enough national insignia for all three options, but only enough stencils for two of them.

Conclusion

Another excellent selection of sheets from Eagle Strike. They are all to the highest standard and the colour

instructions are comprehensive and informative.

Our thanks to Eagle Strike Productions for the review samples. UK modellers can obtain this range from Hannants.

Horizon ModelTech

This is a new name to us and they are based in Australia. Their most recent product is a decal sheet, a sample of which has been passed directly to us for review.

1/48th Scale

HMD48-001 - Singapore Scooters

- 1. A4S-1, 929 of No.143 Squadron, Royal Singapore Air Force, based at Tengah AB in 1989.
- 2. A-4SU Super Skyhawk of the Royal Singapore Air Force display team 'Black Knights' as seen at AA2000.
- 3. TA-4SU, 905 of No.150 Squadron, Royal Singapore Air Force during their

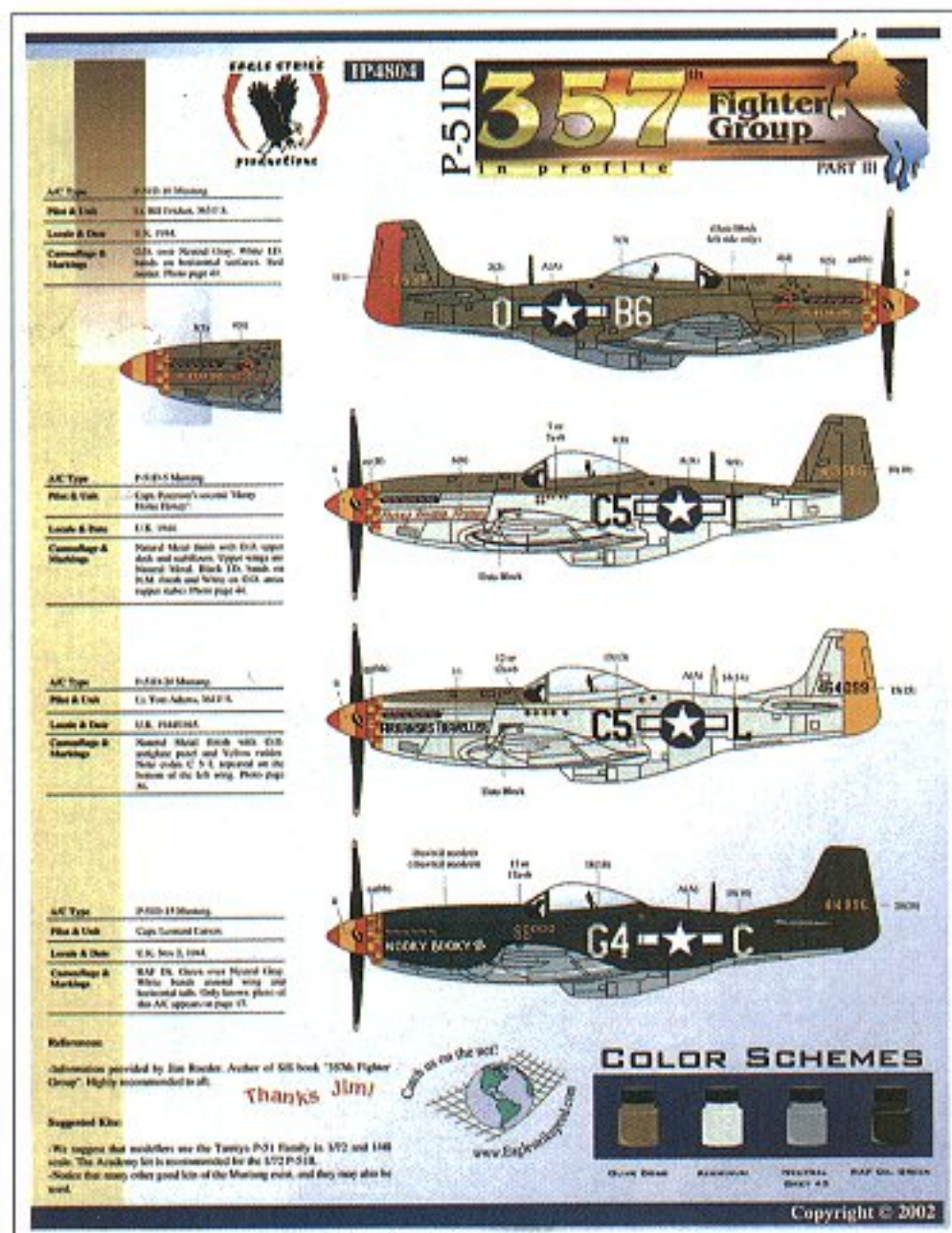
detachment to Cazaux AB, France in December 2000.

- 4. A4S-1, 977 of No.142 Squadron, Royal Singapore Air Force, based at Tengah AB in the mid-1980s.
- 5. A-4SU, 971 of No.145 Squadron, Royal Singapore Air Force in 2000.
- 6. A-4SU, 941 of No.145 Squadron, Royal Singapore Air Force in September 1998.
- 7. A-4SU, 941 of No.145 Squadron, Royal Singapore Air Force during their detachment to Cazaux AB, France in December 2000.

Conclusion

As a first effort for a decal sheet Horizon have to be congratulated, as this is stunning! The subject coupled with the colourful nature of the Black Knights machine make this a sheet many will want. This sheet is designed for use with the Hasegawa 1/48th scale kit of the A-4C in conjunction with Horizon ModelTech's own Super Skyhawk conversion set, which should be available by the time you read this.

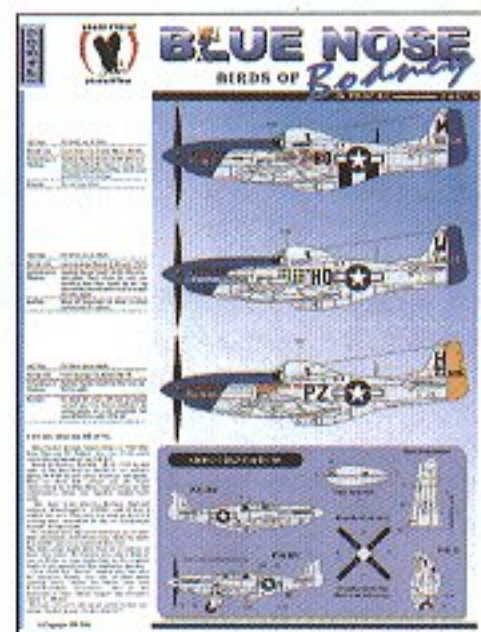
Our thanks to Horizon ModelTech for the review sample. UK modellers can obtain this sheet via Hannants.



IP4804 357th Fighter Group In Profile Part 3 of 6 - Eagle Strike Productions



72061 Phantoms Phorever Part 6 - Eagle Strike Productions



IP4809 Blue Nose Birds of Bodney In Profile Part 3 of 6 - Eagle Strike Productions



HMD48-001 Singapore Scooters - Horizon ModelTech

Special Preview

A Pair of Pandas!

F-35A 'USAF'

Scale: 1/48th
Kit No: 48001
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic
Components: Plastic 55 (Grey), Clear 2
Decal Options: 2
Manufacturer: Panda Models
Worldwide Distributor: Dragon Models Ltd (Hong Kong)

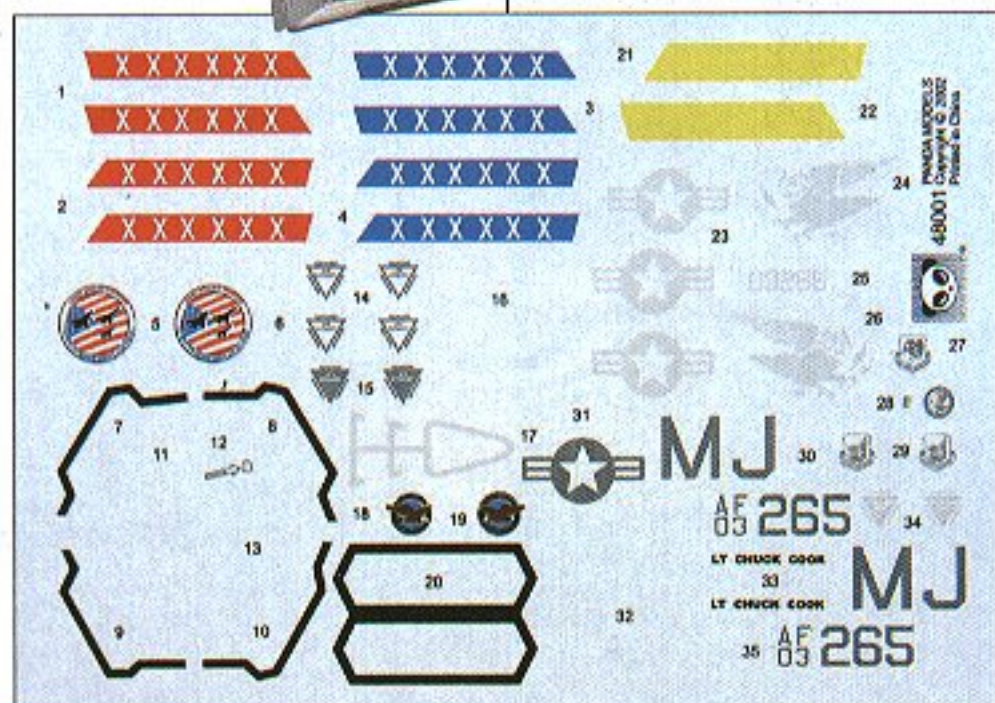
Overview

Many of you will have seen mention of this in the magazine recently and we first came across these kits 'in the flesh' as it were, at the recent IPMS/USA National Convention, where Marco Polo had an example on display.

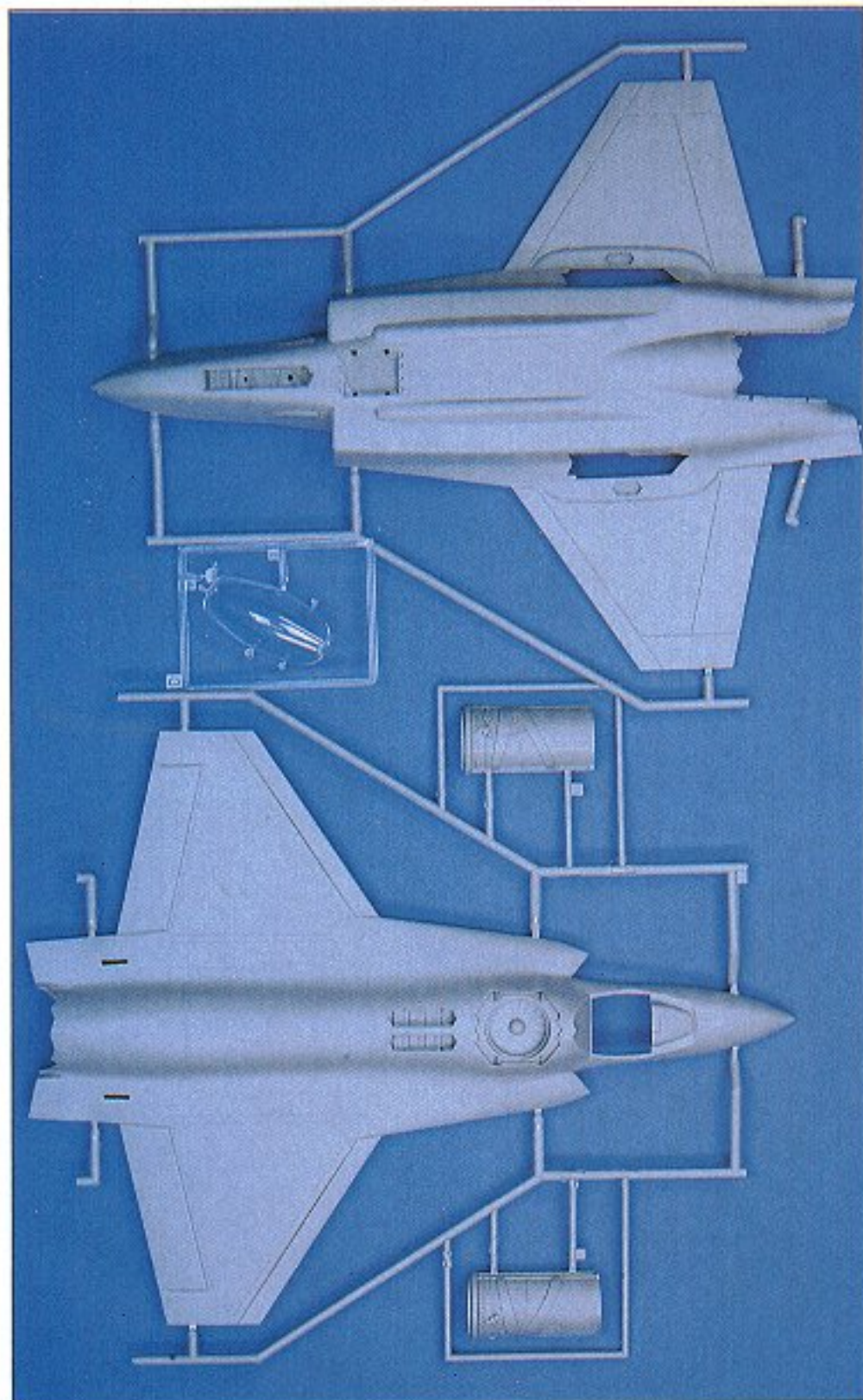
The kits are identical bar two parts in each; these relate to the standard engine in the F-35A (#48001) and the vectored thrust version for the F-35B (#48002). The level of detail is not great and the cockpit is a spartan tub with a basic seat and instrument panel. The panel lines are all recessed, and they are very subtly done. The single-piece canopy is beautifully clear and separately packaged, but the instructions do not show an option to position it open. The forward lift engine on the USMC version can be opened, and the rear nozzle positioned downwards. These parts are included in the USAF version, as the tooling is identical; just the rear engine section on this latter kit is of a different style.



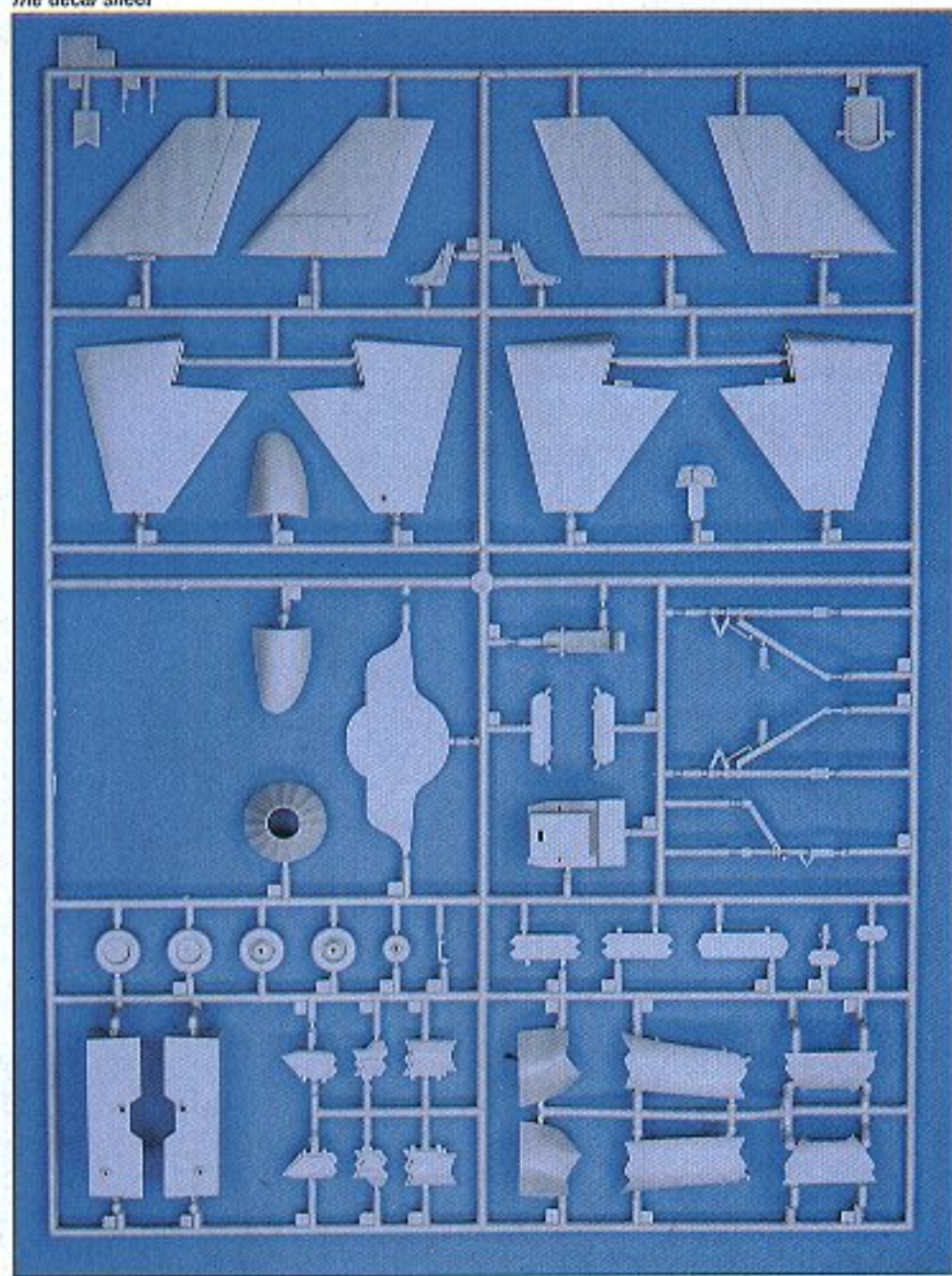
#48001 - 'F-35B USAF'



The decal sheet



The main sprues



The main sprues

F-35B 'USMC'

Scale: 1/48th
Kit No: 48002
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic
Components: Plastic 57 (Grey), Clear 2
Decal Options: 2
Manufacturer: Panda Models
Worldwide Distributor: Dragon Models Ltd (Hong Kong)

Colour Options

Each kit offers two colour options and they are as follows:

#48001 - F-35A USAF

•1. X-35A as flown during the test and evaluation stages of the type.

•2. F-35A in spurious USAF markings

#48002 - F-35B USMC

•1. X-35B as flown during the test and evaluation stages of the type.

•2. F-35B in spurious US Marine Corps markings

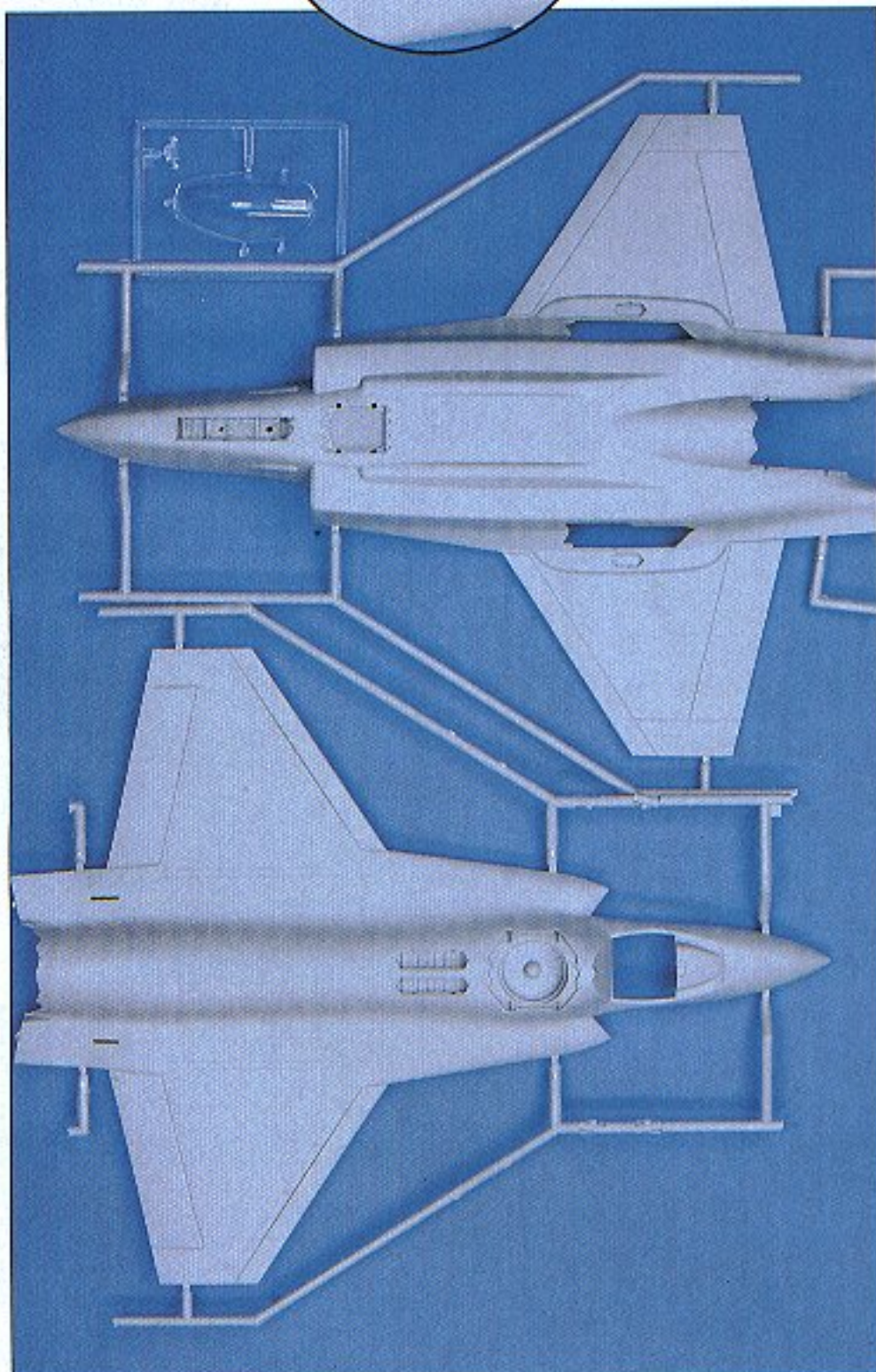
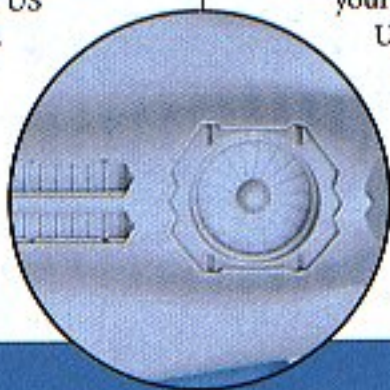
Conclusion.

Don't be confused by the fact that we are referring to the USAF machine as an F-35A, while the box

is clearly marked 'F-35B', this is just an error on Panda's part. Each kit is well worth adding to your collection if you are either into prototypes, or USAF/USN aircraft. The quality of moulding is 'typically Dragon'.

At present we have little idea of a potential UK (or world) price for these kits. It has not been confirmed who will import this range into the UK, or if they will. If the Dragon connection is anything to go by we would have expected The Hobby Company Ltd to be the people taking on the importing, but don't jam their switchboard with requests because at the time of going to press we have no confirmed details of any sort in regard to the Panda range.

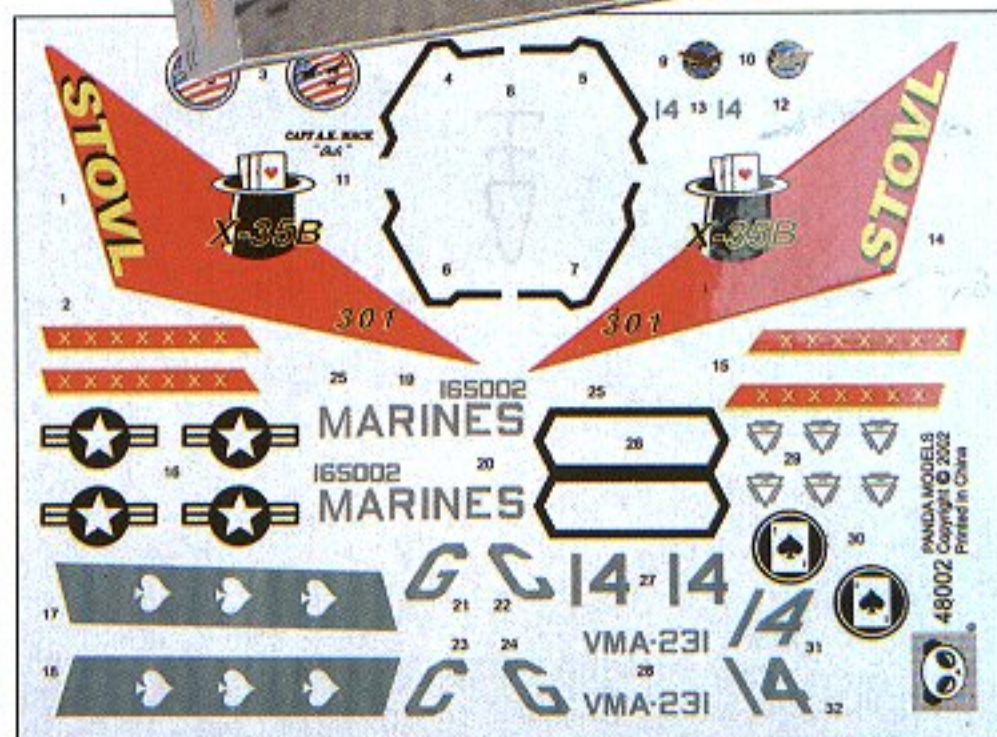
Lets hope by the time you read this you will all be able to get hold of these kits fairly readily, as they deserve your attention. Roll on the UH-1C in 1/35th scale from Panda!



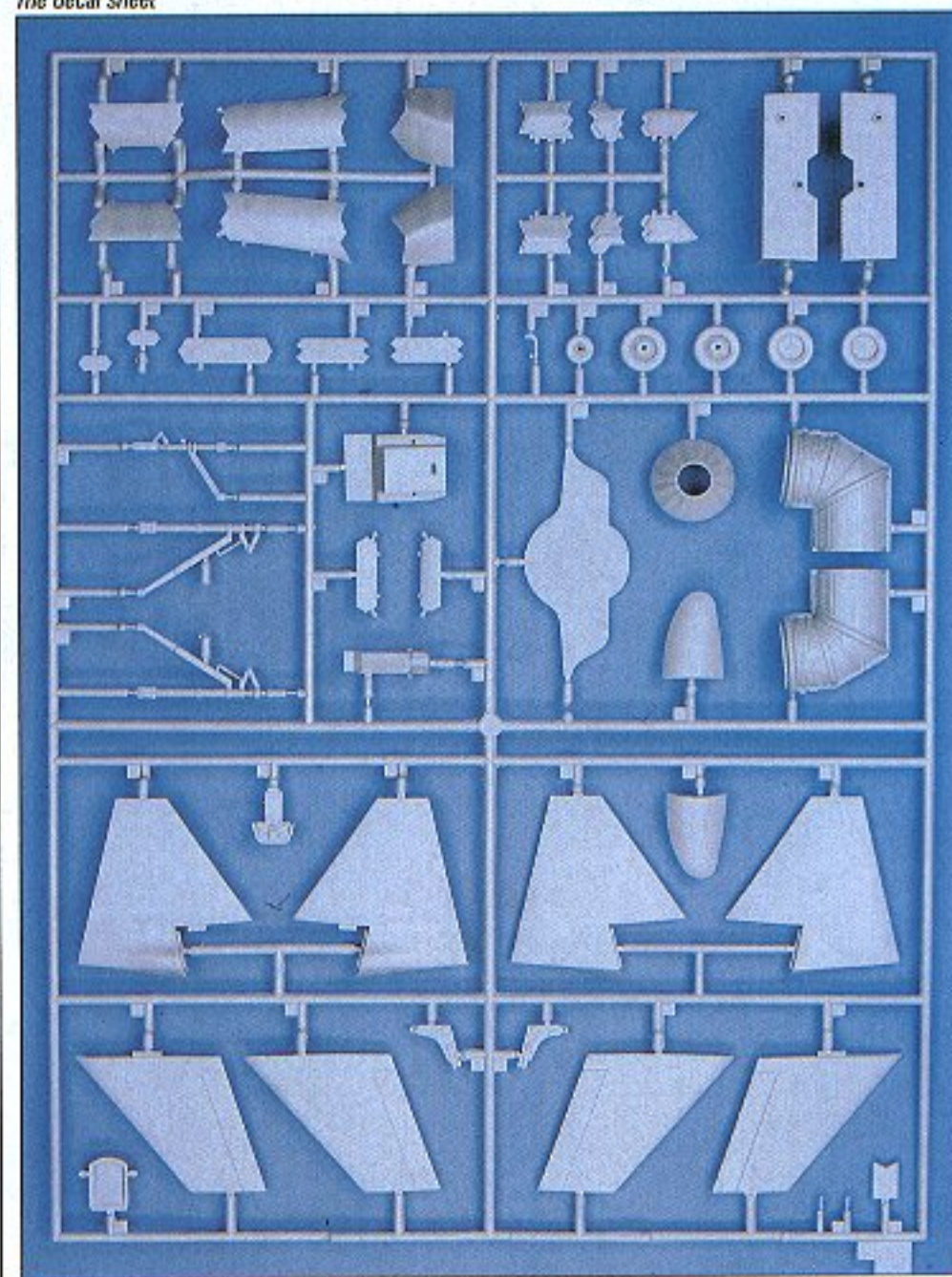
The main sprues



#48002 - 'F-35B USMC'

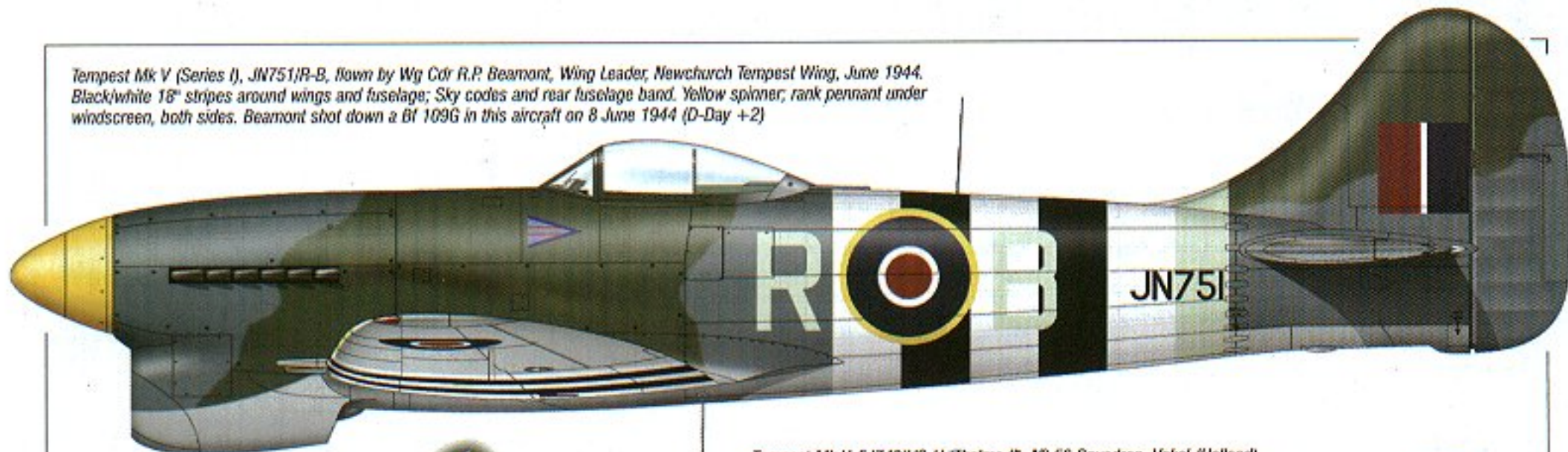


The decal sheet



The main sprues

Tempest Mk V (Series I), JN751/R-B, flown by Wg Cdr R.P. Beamont, Wing Leader, Newchurch Tempest Wing, June 1944. Black/white 18" stripes around wings and fuselage; Sky codes and rear fuselage band. Yellow spinner; rank pennant under windscreen, both sides. Beamont shot down a Bf 109G in this aircraft on 8 June 1944 (D-Day +2)

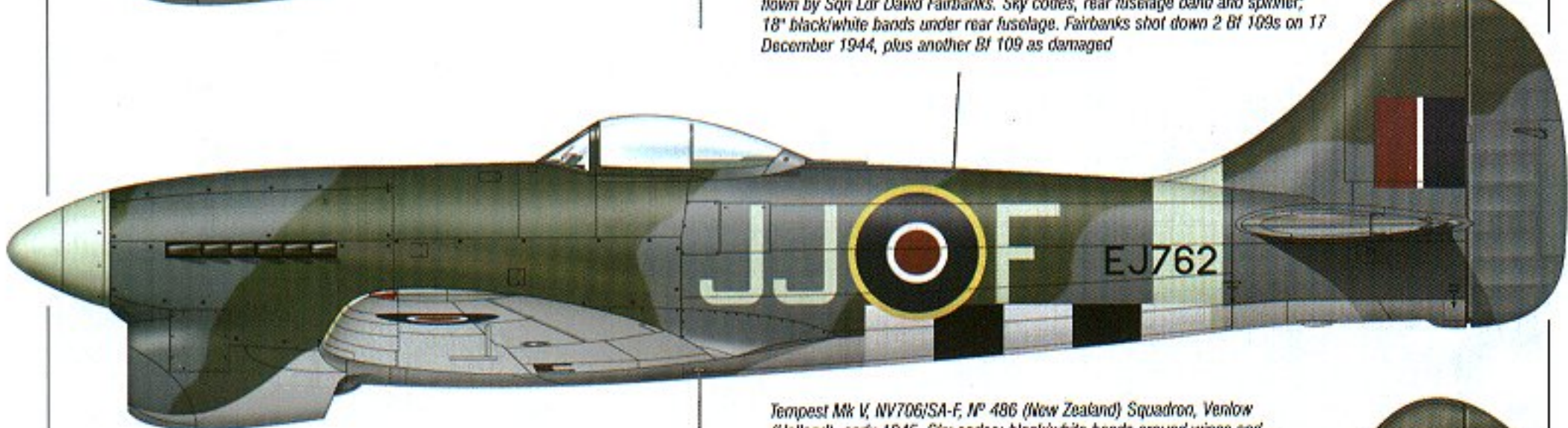


Thelma II

Tempest Mk V, EJ743/US-H "Thelma II", IP 56 Squadron, Volkel (Holland), December 1944, flown by Flt Sgt MacKennaugh. Sky fuselage band, codes and spinner; 'Invasion Stripes' under rear fuselage only (18" black/white). The name is carried on the port side only



Tempest Mk V, EJ762/JJ-F, IP 274 Squadron, Volkel (Holland), December 1944, flown by Sqn Ldr David Fairbanks. Sky codes, rear fuselage band and spinner; 18" black/white bands under rear fuselage. Fairbanks shot down 2 Bf 109s on 17 December 1944, plus another Bf 109 as damaged



Tempest Mk V, NV706/SA-F, IP 486 (New Zealand) Squadron, Venlo (Holland), early 1945. Sky codes; black/white bands around wings and rear fuselage. Spinner and 'F' on front fuselage in white; note two 'V' victories marked under cockpit in black



Tempest Mk V, EJ865/W2-Y, IP 80 Squadron, Fassberg (Germany), 1945. Black spinner; Sky codes. Red and yellow '?' on nose and lightning flash ahead of cockpit. Unit emblem on both sides of fin





Tempest Mk V, NV778, preserved at RAF Hendon museum. It carries a standard scheme with markings as used by the type toward the end of the war (R.J. Caruana)

The Hawker Tempest

Born during the initial stages of the Second World War, the Hawker Tempest owes much of its existence to the problems encountered during the Typhoon's service debut. While the latter eventually settled for a brilliant career in a completely different role from that for which it was originally designed, Hawker's final line of piston-engined fighters more than made up for the shortcomings of its predecessor. Richard J. Caruana examines the Tempest's development and career and offers modellers a series of colourful schemes and a new set of scale plans.

As early as March 1940, Sydney Camm's design office was already deeply involved in designing an improved version of the Typhoon, which at that time was showing symptoms of hurried development and serious structural deficiencies (see SAMI Vol.6 N° 12; December 2000). Most of the

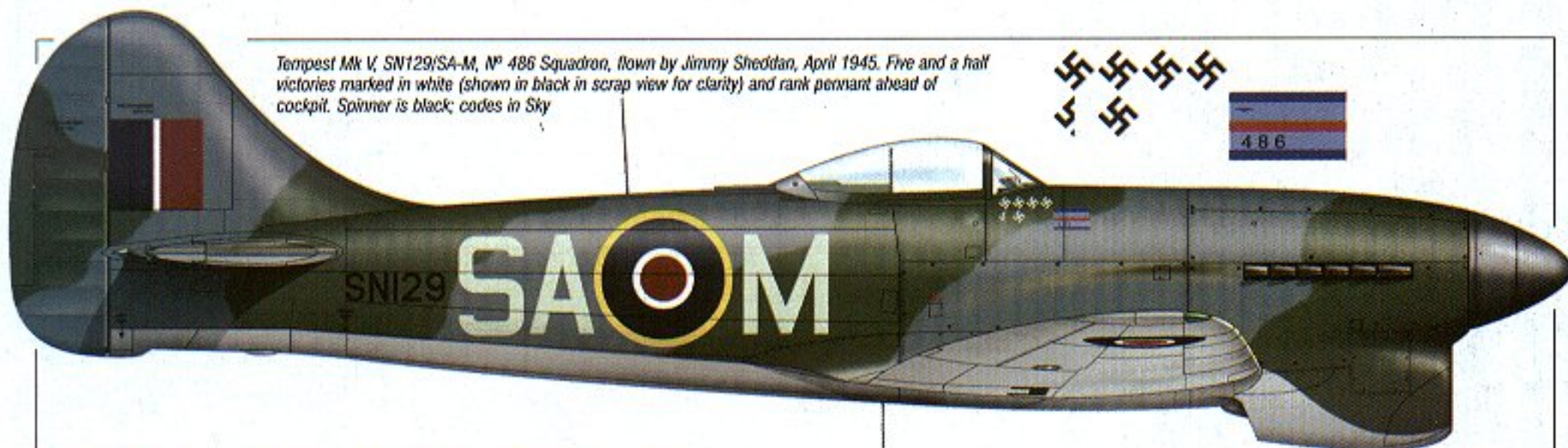
Typhoon's weaknesses can be traced to contemporary design standards and manufacturing technology, which did not permit the aircraft from reaching the goals originally set for it. Apart from its inability to operate beyond medium altitudes, the Typhoon was also dogged by the troublesome Sabre power-plant. The main aim of the team at

Hawker's was to redesign a completely new wing of narrower thickness; the Typhoon's thickness/chord ratio was more than 18 percent, and it was planned that this had to go down to around 14 percent, reaching around 10 percent at the wingtip. Another focal point was to study the possibility of replacing the massive chin radiator bath by incorporating thinner-section

radiators located in the wings' leading edges. Priority with Hurricane production stalled further progress until the go-ahead for such a new wing installed in what was being referred to as the Typhoon II (P.1012), was received by Hawker in March 1941, covered by Specification F.10/41.

Detail design work began in September at Hawker's experimental

Tempest Mk V, SN129/SA-M, N° 486 Squadron, flown by Jimmy Sheddan, April 1945. Five and a half victories marked in white (shown in black in scrap view for clarity) and rank pennant ahead of cockpit. Spinner is black; codes in Sky



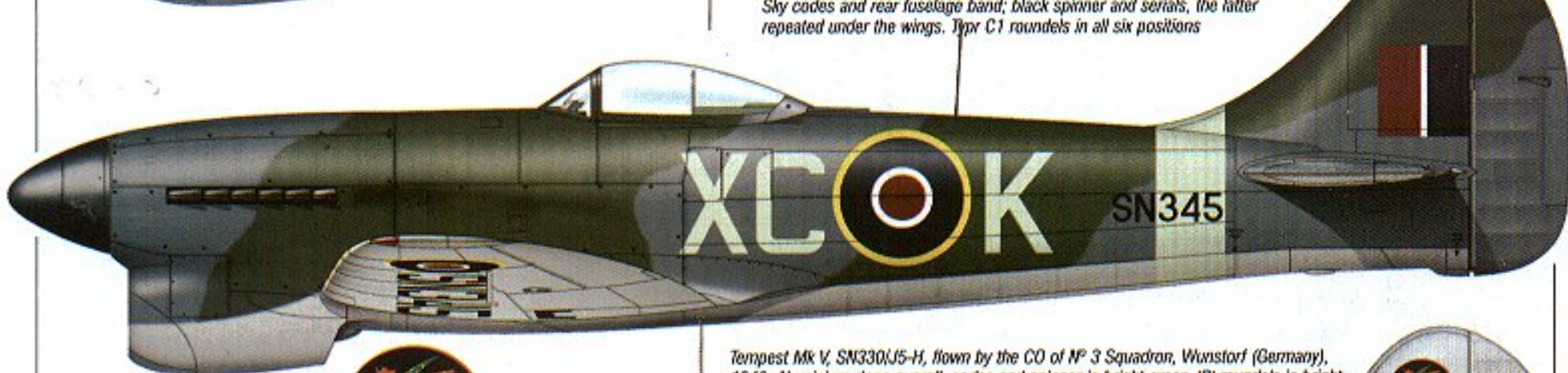
Tempest Mk V, EJ986/5R-N, N° 33 Squadron, Berlin, 1946. Silver dope overall with black canopy frames. Black codes and serials, the latter repeated under the wings. Unit badge carried on both sides of fin



Tempest Mk VI, NX132/B-GN, N° 249 Squadron, Habbaniya (Iraq), 1946. Sky fuselage band; spinner half red, half white. Codes in Sky, except 'B' which is red, outlined in white. Post-war 'D' roundels in all positions, in bright colours

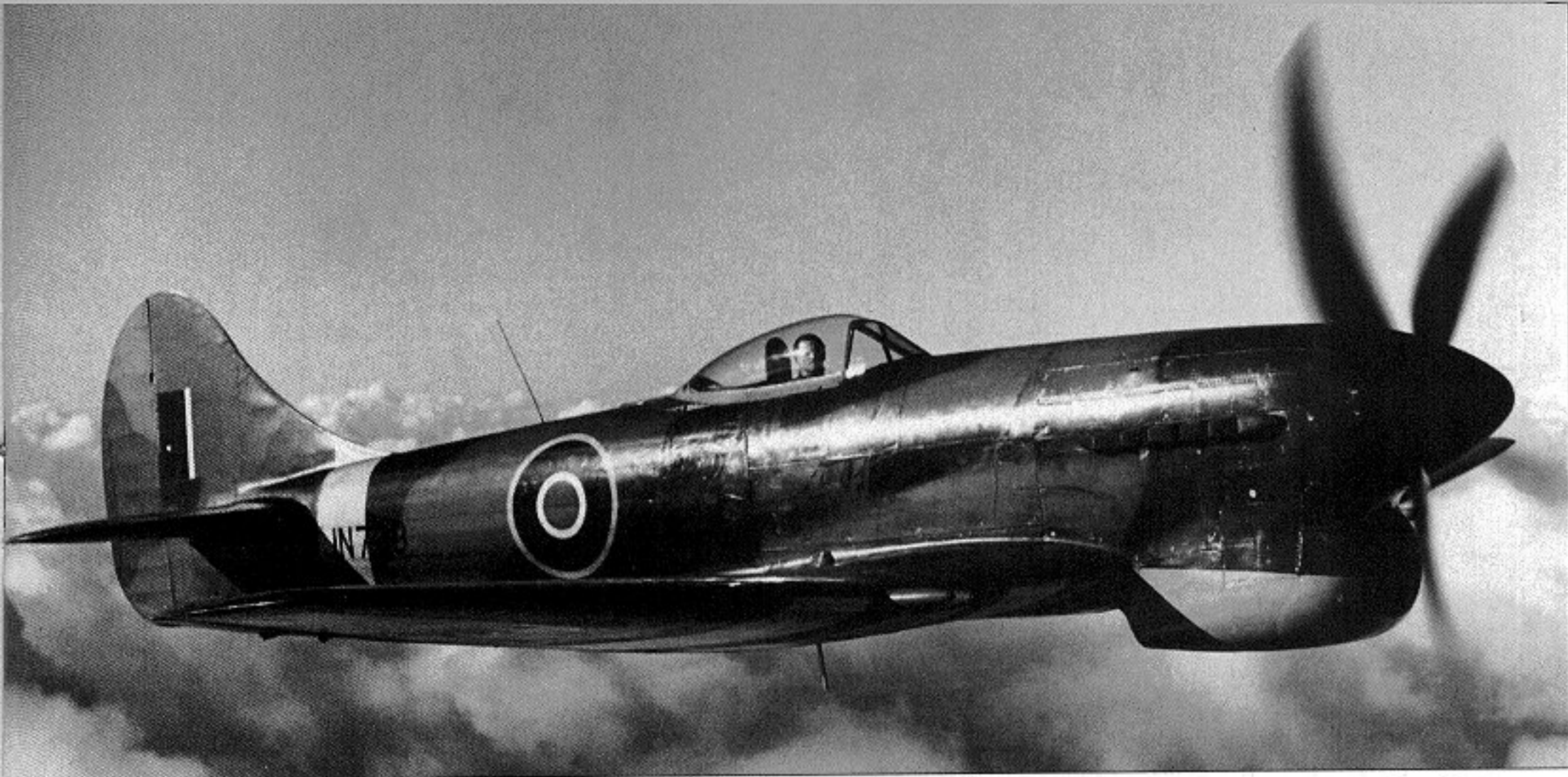


Tempest Mk V, SN345/XC-K, N° 26 Squadron, Fassberg (Germany), May 1946. Sky codes and rear fuselage band; black spinner and serials, the latter repeated under the wings. Type C1 roundels in all six positions



Tempest Mk V, SN330/J5-H, flown by the CO of N° 3 Squadron, Wunstorf (Germany), 1946. Aluminium dope overall; codes and spinner in bright green. 'D' roundels in bright colours in all positions. Note rank pennant under windscreen and unit badge on fin





A Tempest Mk V (JN729) from the first series to be built, recognisable from the cannon barrels protruding from the wing leading edges (Hawker Aircraft Ltd)

design office at Claremont (Esher). Wing thickness/chord ratio was established at 14.5 percent at the root, with an airfoil section which had its maximum thickness at 37.5 percent of chord. This meant that the new wing would be 5" (12.7cm) thinner in section at the wing root compared with that of the Typhoon. To incorporate a pair of Hispano 20mm cannon in each wing, the chord had to be lengthened considerably, resulting in an elliptical trailing edge platform. With the incorporation of wing leading edge radiators, little space was left for fuel tanks in the wings. Additional space for fuel had, therefore, to be found in the fuselage, by adding a 21" (53.4cm) bay between the engine and the cockpit.

Camm was also provided with installation drawings for the Napier Sabre EC.107C (eventually to become the Sabre IV). By 18 November 1941, when a contract for two prototypes had been awarded to Hawker Aircraft Ltd, the design bore only a slight

resemblance to the Typhoon, except for the framed cockpit and its car-type door and tail assembly. Things did not proceed as smoothly as Hawker would have desired, as its Tornado development programme ground to an abrupt halt when the Rolls-Royce Vulture engine programme was cancelled. Fortunately, the Tornado had also been flown with the Bristol Centaurus C.E.4S in HG641 at Langley on 23 October 1941. The Centaurus programme was therefore transferred to P.1012 which now also included the balance of five prototypes from the original Tornado contract.

Recognising the extensive changes that the P.1012 was undergoing, it was decided that the name of Typhoon II was no longer adequate, and Spec.10/41 formally received the name of 'Tempest' on 28 February 1942. It would be useful here to list the prototypes then under construction or being developed. HM595 and HM599 were designed as Tempest Mk I prototypes to be powered by the Sabre

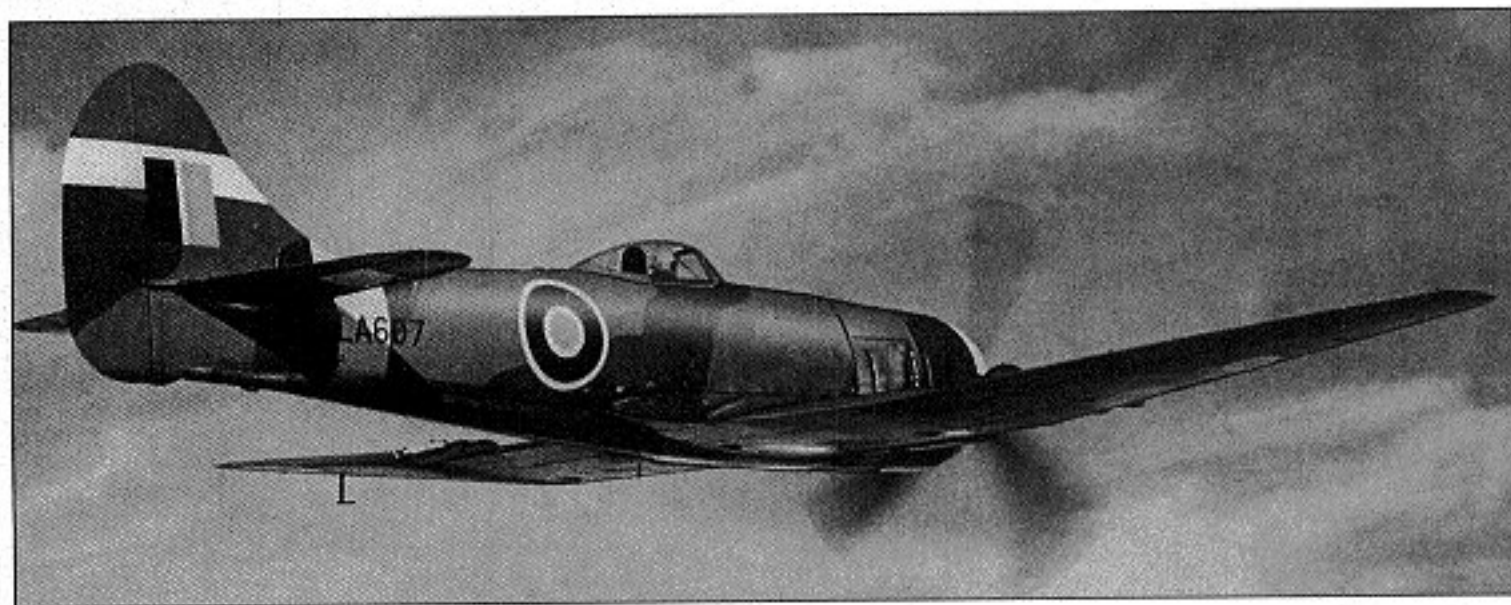
IV; LA594, LA602 and LA607 were to be Mk II prototypes powered by the Centaurus IV; LA610 prototype for the Mk III powered by the Griffon IIB; and LA614, prototype for the Mk IV powered by the Griffon 61.

With the Typhoon's future hanging in the balance early in 1942, a contract for 400 Tempests Mk I was placed with Hawker in August of that year, before the flight of the first prototype. In fact, the Tempest Mk I prototypes were also suffering set-backs, as the 2,500hp Sabre IV ran into development problems. In order not to set back the Tempest's programme, it was decided to install a 2,180hp Sabre II, similar to that of the Typhoon and in a similarly configured nose section, on HM595 which thus became prototype to the next Mark Number in line, the Mk V. This machine flew for the first time on 2 September 1942, still bearing some similarities to the Typhoon, especially an enormous chin radiator faired into the engine cowl, car-door type cockpit access, and an identical tail unit.

From the very first test flights, the Tempest showed its pace with an excellent performance, while handling qualities were much superior to those of the Typhoon. Due to the pressing need for interceptors, orders already placed for Tempests Mk I were transferred to the Sabre IIA-powered Mk V. The first production aircraft took to the air on 21 June 1943. Production Mk Vs differed mainly from the prototype in having a clear one-piece canopy (sliding aft) and a fin leading edge fillet to increase tail area. Cannon barrels of the Hispano Mk IIs still protruded from the wing leading edges some 8" (20cm), considerably less than as installed on the Typhoon. Another fuel tank was installed in the port wing in the space originally reserved for the radiators.

After producing an initial series of 100 Tempests in this form (Series I), armament was changed to the shorter-barrelled Hispano Mk V cannon whereby only barrels of the outboard guns protruded slightly from the leading-edge. The rear fuselage of the Tempest Mk V Series II was also strengthened internally, doing away with the fish-plate external strengtheners seen on Series I machines. Later production aircraft were powered by the Sabre IIB and IIC in place of the original IIA. 300 Typhoons were cancelled and their serials passed on to the Tempests Mk V as part of the original order for 400 examples. A further 400 Tempests Mk V were to be built from a second order of 749, of which 207 were cancelled at the end of the war and 142 completed as Mk VIs (see later on).

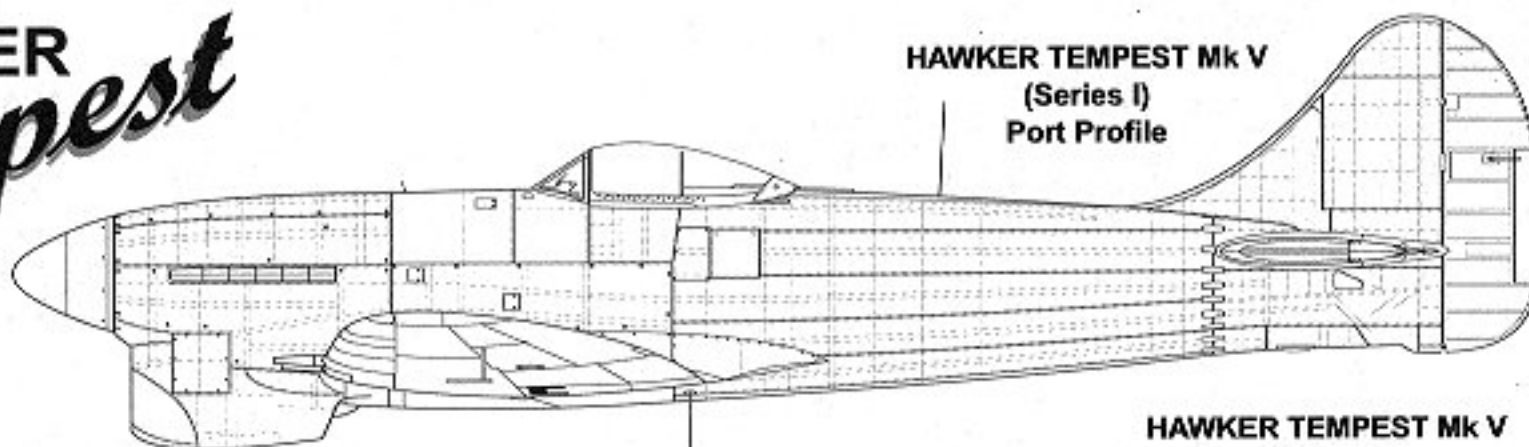
Meanwhile, on 24 February 1943, the second Tempest prototype, HM599, powered by a Sabre IV, performed its maiden flight.



The second Tempest Mk II prototype, LA607, in its final form. It carries the distinctive 18" wide white bands around fin/rudder, front of engine cowling, and fixed areas of the tailplane (Hawker Aircraft Ltd)

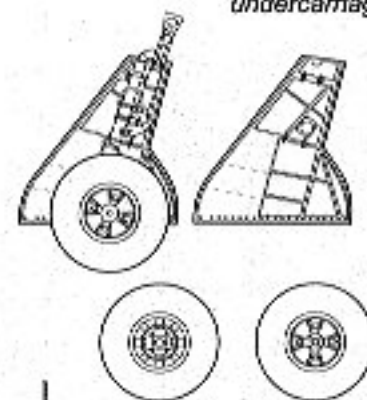
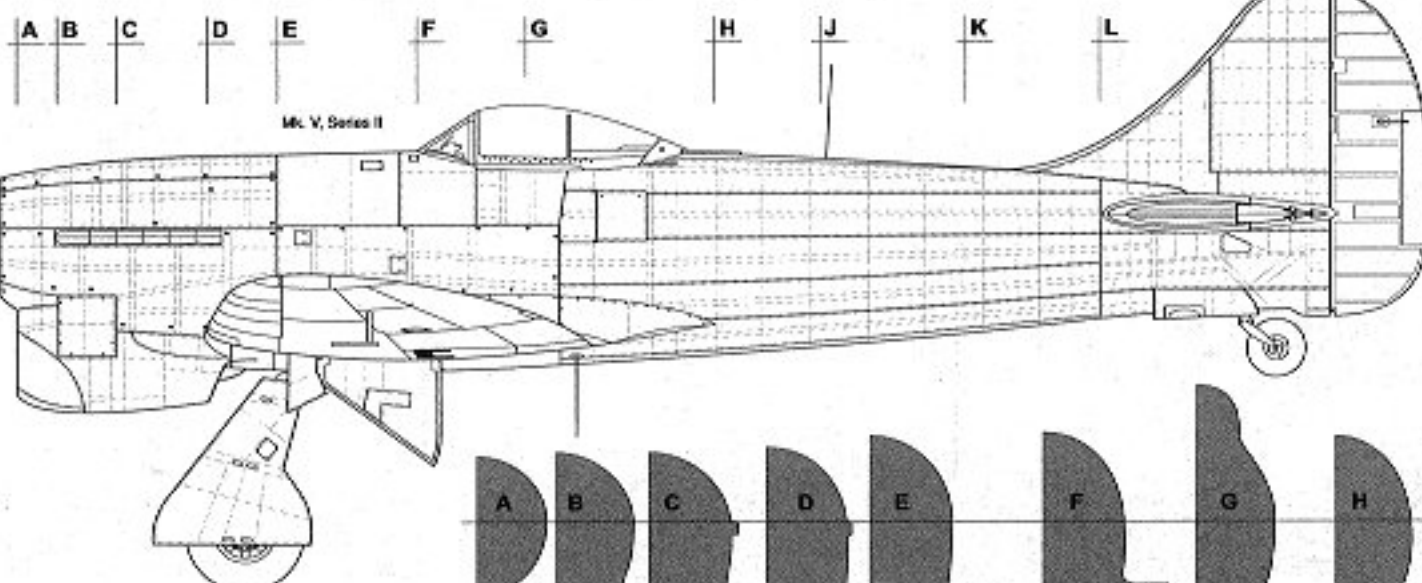
HAWKER *Tempest*

HAWKER TEMPEST Mk V
(Series I)
Port Profile

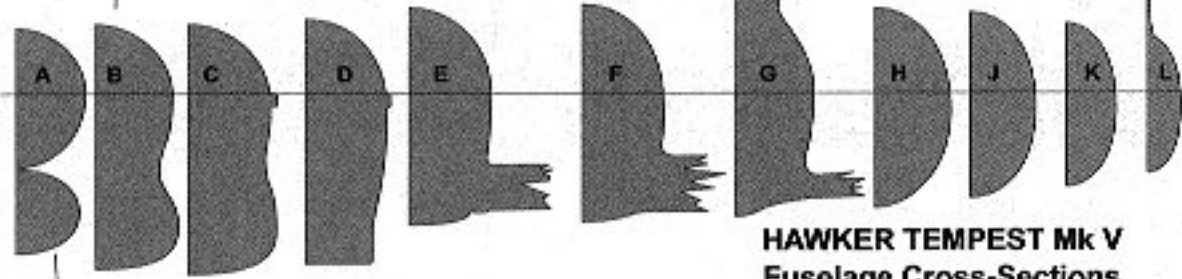


HAWKER TEMPEST Mk V
(Series II)
Port Profile

Scrap views
showing internal
face of main
undercarriage

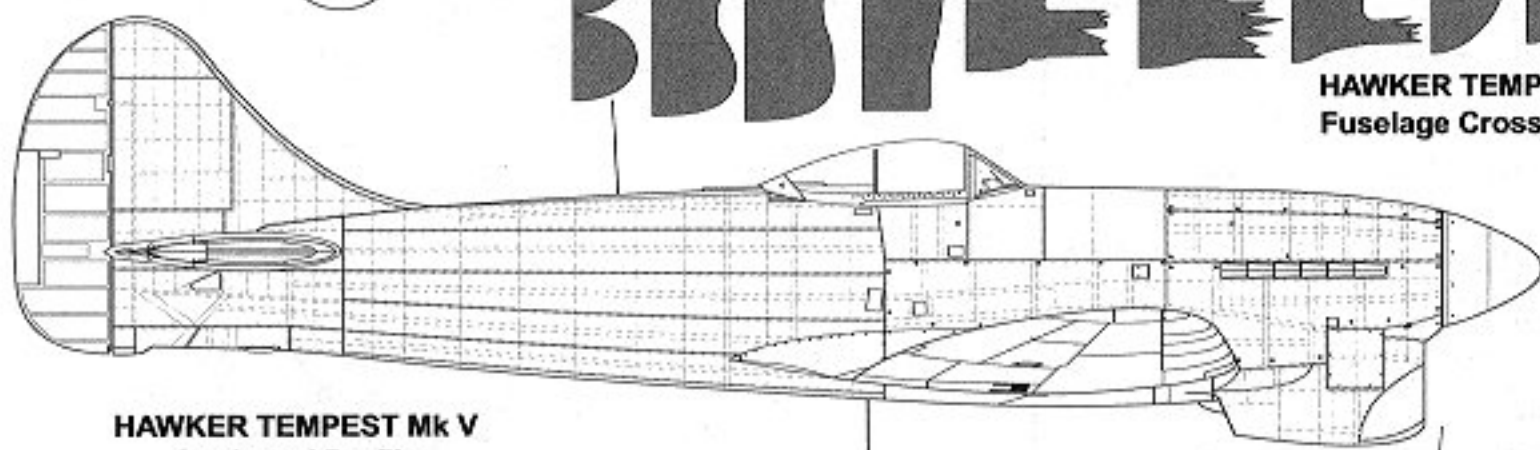


Mainwheel detail;
outer face (left) and
inner face (right)

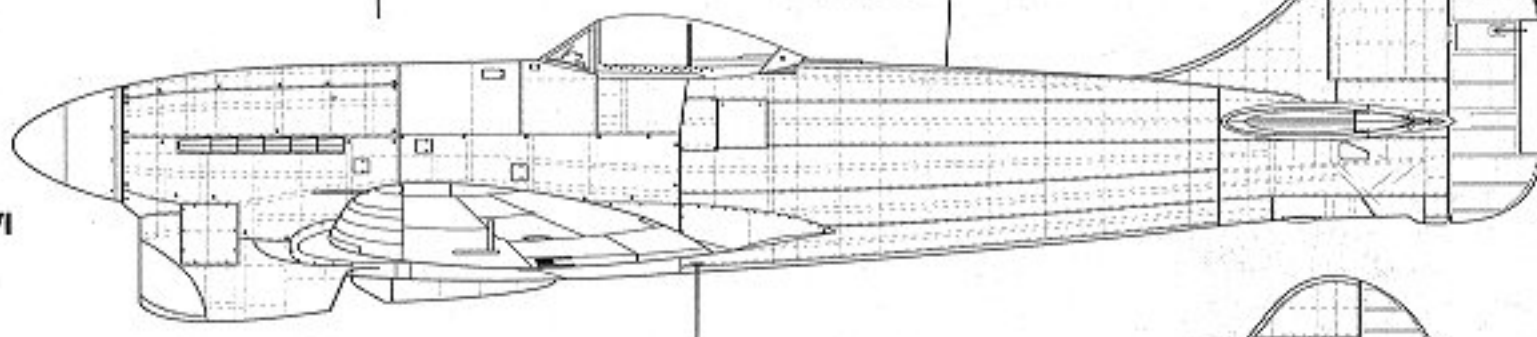


HAWKER TEMPEST Mk V
Fuselage Cross-Sections

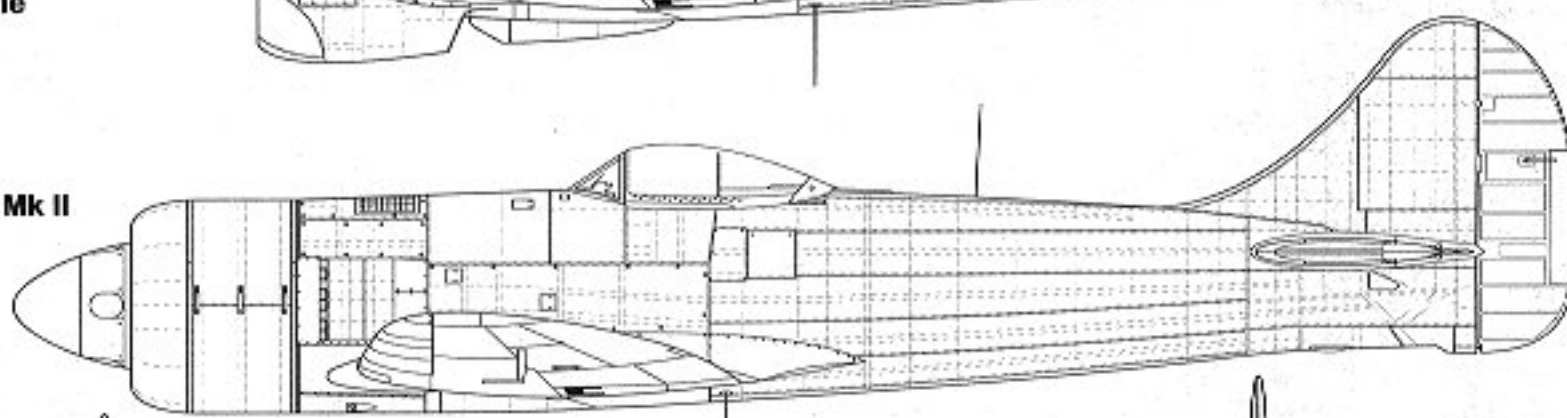
HAWKER TEMPEST Mk V
Starboard Profile



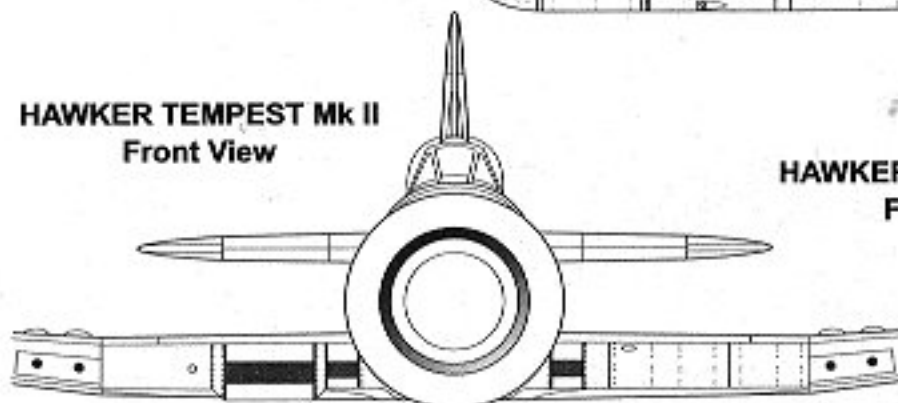
HAWKER TEMPEST Mk VI
Port Profile



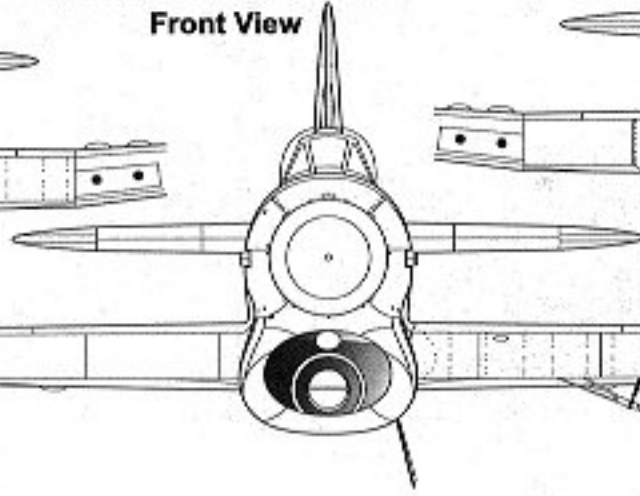
HAWKER TEMPEST Mk II
Port Profile



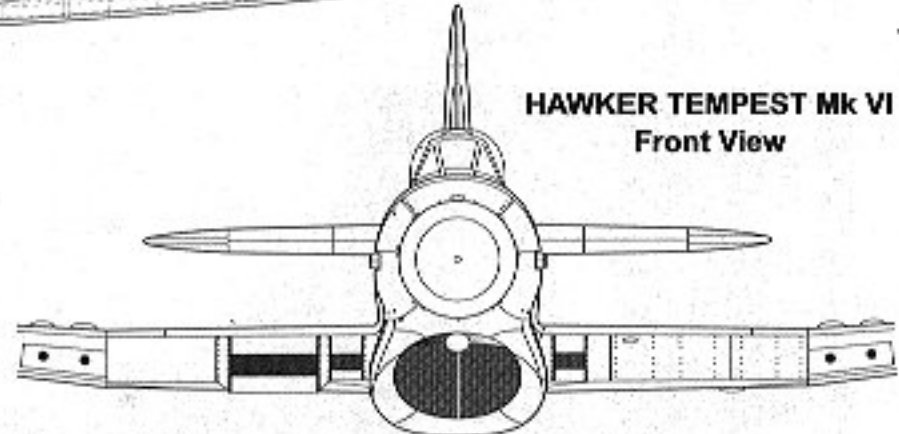
HAWKER TEMPEST Mk II
Front View



HAWKER TEMPEST Mk V
Front View



HAWKER TEMPEST Mk VI
Front View



Drawings by
Richard J. Caruana
© 2002

0 metres 1 2
0 feet 3 6

Scale: 1/72

**HAWKER TEMPEST Mk II
Inverted Plan View**

0 metres 1 2
0 feet 3 6
Scale: 1/72

**HAWKER TEMPEST Mk V
(Series II)
Upper Plan View**

*Scrap view of Tempest V
(Series I) wing cannon*

**Drawings by
Richard J. Caruana
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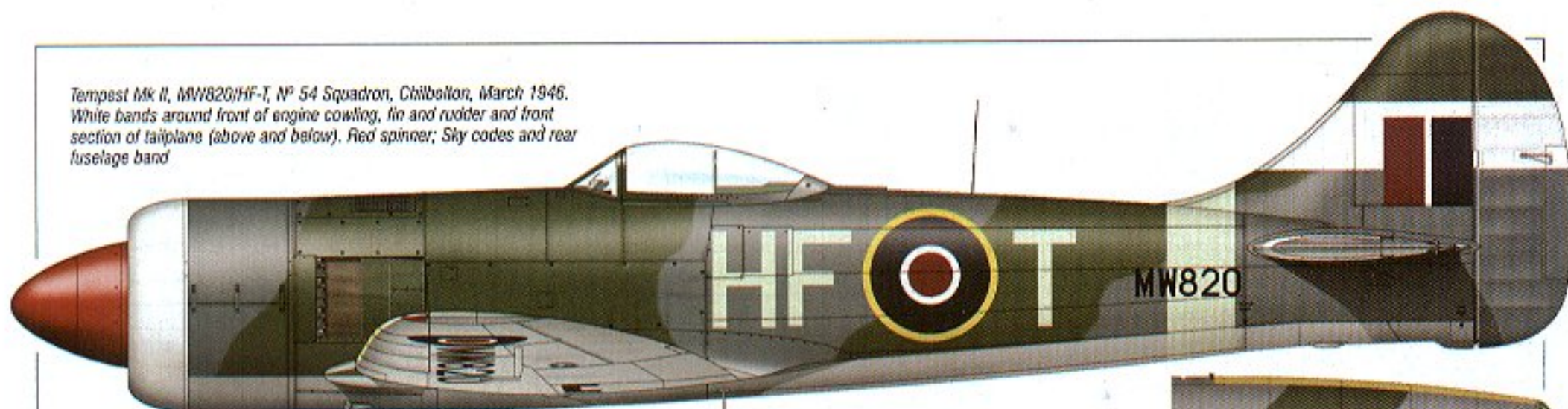
**HAWKER TEMPEST Mk V
(Series II)
Inverted Plan View**

**HAWKER TEMPEST Mk II
Inverted Plan View**

*Pitot tube under
port wing only*

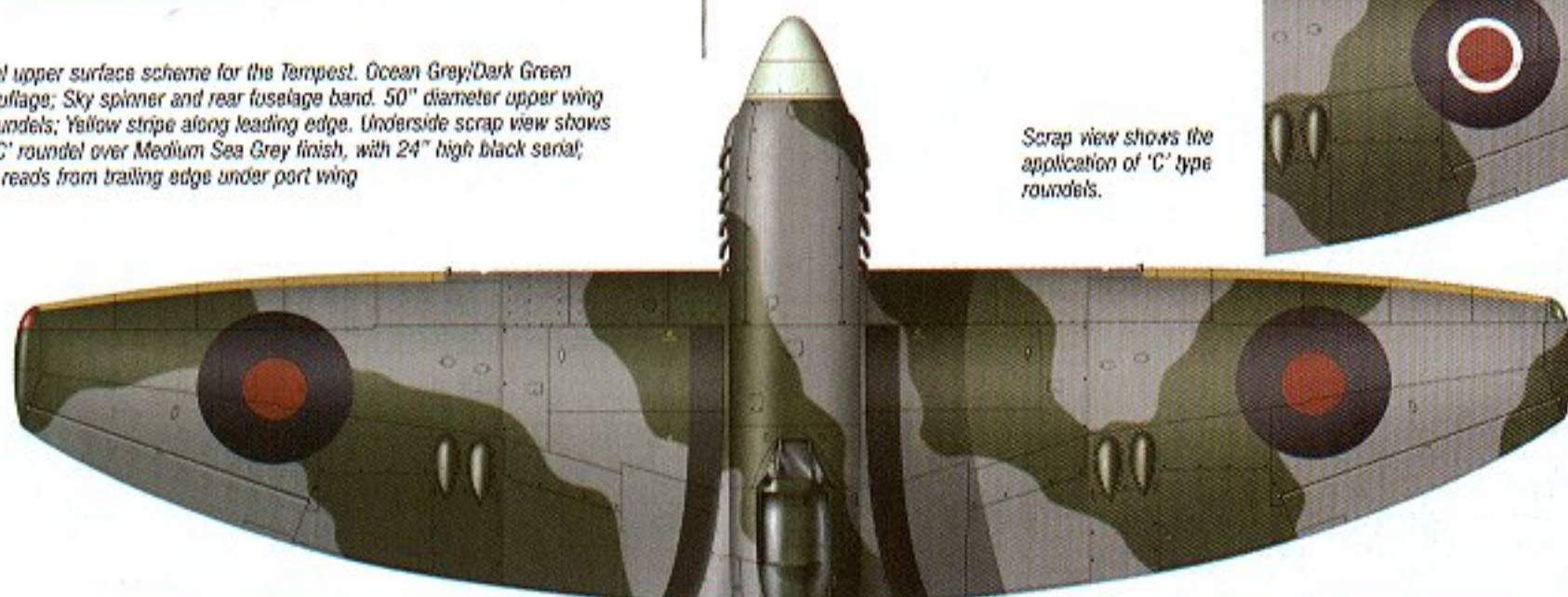
**HAWKER TEMPEST Mk VI
Upper Plan View**

Tempest Mk II, MW820/HF-T, N° 54 Squadron, Chilbolton, March 1946.
White bands around front of engine cowlings, fin and rudder and front
section of tailplane (above and below). Red spinner; Sky codes and rear
fuselage band

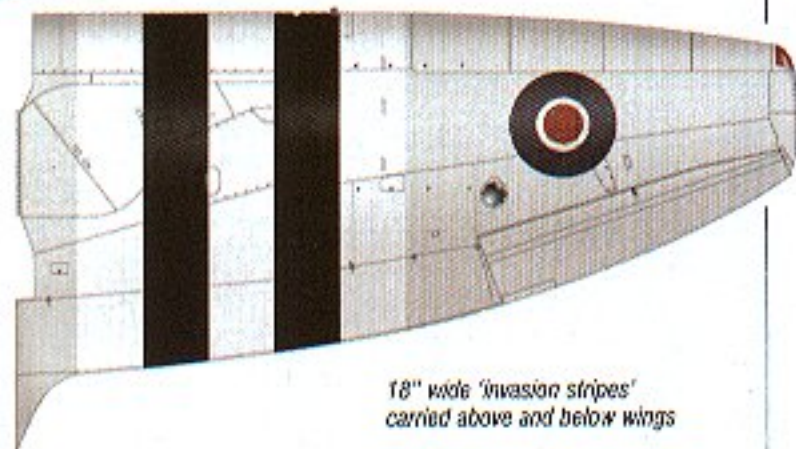
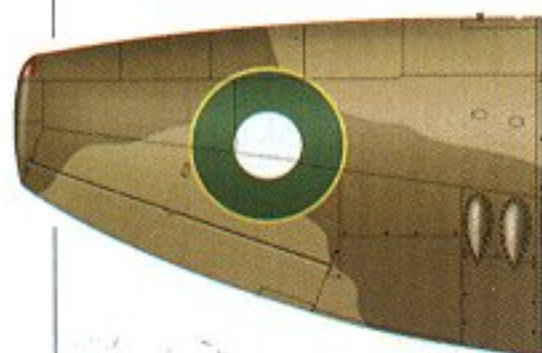


Typical upper surface scheme for the Tempest. Ocean Grey/Dark Green
camouflage; Sky spinner and rear fuselage band. 50" diameter upper wing
'B' roundels; Yellow stripe along leading edge. Underside scrap view shows
32" 'C' roundel over Medium Sea Grey finish, with 24" high black serial;
serial reads from trailing edge under port wing

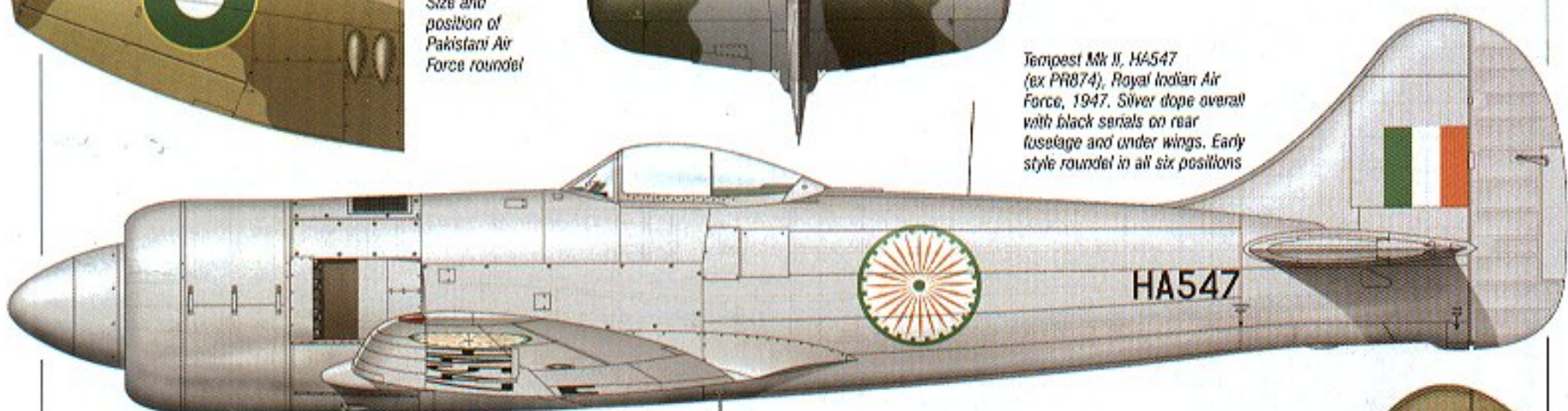
Scrap view shows the
application of 'C' type
roundels.



Size and
position of
Pakistan Air
Force roundel

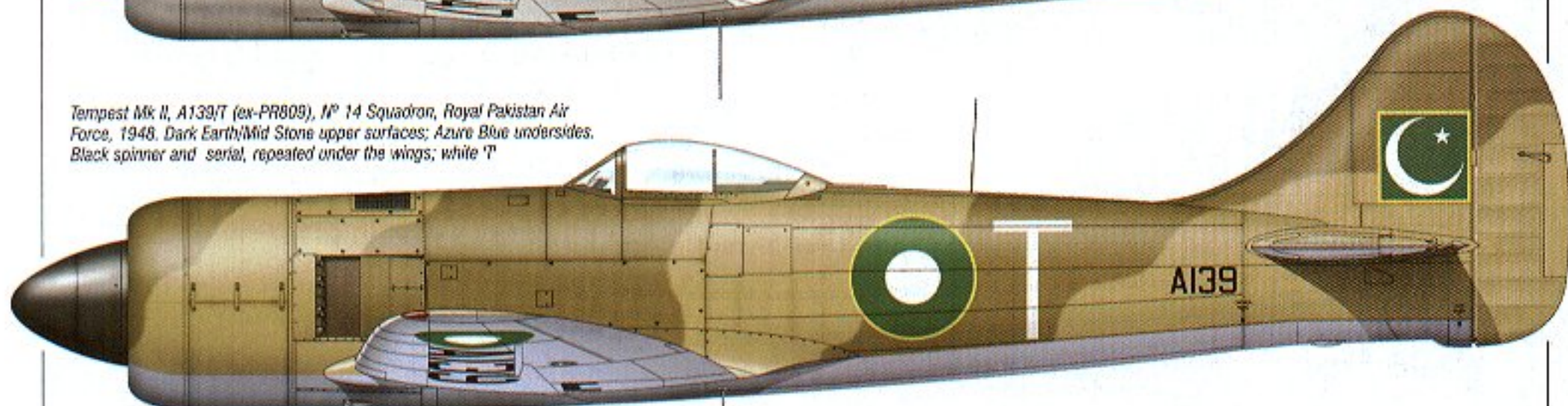


18" wide 'invasion stripes'
carried above and below wings



Tempest Mk II, HA547
(ex PR874), Royal Indian Air
Force, 1947. Silver dope overall
with black serials on rear
fuselage and under wings. Early
style roundel in all six positions

Tempest Mk II, A139/T (ex-PR809), N° 14 Squadron, Royal Pakistan Air
Force, 1948. Dark Earth/Mid Stone upper surfaces; Azure Blue undersides.
Black spinner and serial, repeated under the wings; white 'T'





Another view of IV778, showing detail of the cowling which encloses the powerful Sabre V engine. Note how the outboard cannon barrel protrudes slightly out of the wing leading edge (R.J. Caruana)

It represented a complete departure from the Typhoon, in both fuselage and wing design, with a slender nose profile and radiators buried in the leading edges of the wings. Needless to say, such a clean configuration enabled it to obtain a much better performance, a speed of 466mph (750km/h) being recorded during tests in June 1943. With Mk V production well under way, and problems persisting with the Sabre IV, the Tempest Mk I was, however, abandoned. The Griffon-engined Tempest Mk III (LA610) prototype flew for the first time on 27 November 1944, although the Mk IV prototype never flew, as priority for supplies of Griffons was accorded to the Spitfire. Thus, neither of these two versions proceeded any further, although LA610 was eventually completed as F.2/43 Fury powered by a Griffon 85 and later with a Sabre VII, making it the fastest Hawker piston-engined fighter ever to fly, attaining a maximum speed of 485mph (780km/h).

Service Debut

Production of the Tempest Mk V built up slowly during 1943, with most of the early aircraft undergoing trials at Boscombe Down to be cleared for the carriage of rockets and underwing stores (bombs, mines and extra fuel tanks). Full clearance for entry into service was received on 8 April 1944, by which time 186 Tempests had been assembled at No 5 Maintenance Unit (MU) at Kemble and a further 68 at No 20 MU at Aston Down. From these stocks, 50 Series I Tempests Mk V were delivered to Newchurch in Kent

where No 3 Squadron Royal Air Force (RAF) and No 486 Squadron Royal New Zealand Air Force (RNZAF) formed the first Tempest Wing (No 150) under the command of Wing Commander (Wg Cdr) R. P. 'Roly' Beamont, DSO, DFC, replacing the Typhoon; a third squadron, No 56, joined the Wing in July.

With little work-up time left before the D-Day landings, the Wing went into action by performing several sorties, particularly into Northern France, attacking all sorts of ground targets. In air-to-air combat, the Tempest was clearly superior to anything the enemy could muster, including the much-maligned Fw 190. However, its superiority in the air had to be sacrificed in the face of a new scourge – the launch of a massive V-1 attack against England. The Newchurch Wing began its battle against flying bombs on 16 June 1944, and by 5 September had destroyed 638 V-1s, over a third of all those shot down.

Most other fighters engaged in V-1 attacks were forced to patrol the Channel at high altitudes so that they could pick up enough speed during their dive to catch up with the flying bombs. It was a different story with the Tempest, as its speed permitted it to stand patrols at around 10,000ft (3,042m), just 2,000 ft (608m) above the V-1s' ceiling. Shooting them down was no easy task as they presented a relatively small target, and a dangerous one as well, as quite a number of Tempests suffered damage from debris scattered as the V-1 exploded. A much simpler method consisted of flying alongside the V-1 and tipping it over

with the wingtip, thus disturbing its gyroscopic auto-pilot.

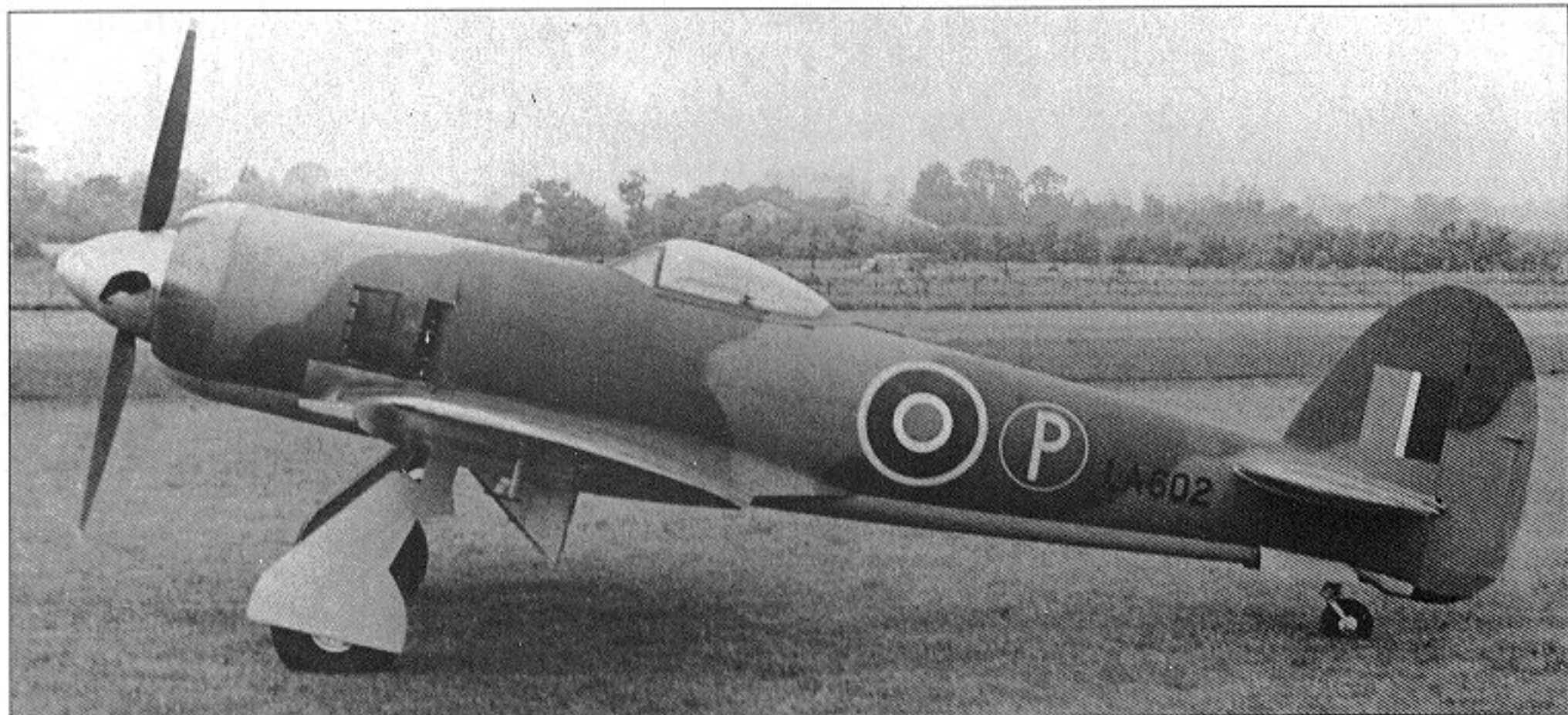
At this critical stage, a strike by workers at Hawker's wing assembly shops slowed down the flow of Tempests to new squadrons forming on the type. When the dispute had been settled in September, six Tempest squadrons had become operational, and in August No 80 and 274 Squadrons (No 122 Wing) became the first Tempest units to move to the Continent (in Holland). They were joined by all three squadrons of No 150 Wing the following month, while No 501 Squadron, which had specialised in night attacks against the V-1s, was retained in UK in this role.

Two comes after Five

As seen earlier, Centaurus development had been transferred to the Tempest development programme with the demise of the Hawker Tornado. This engine, however, was proving to be difficult to tame, and delays were experienced in every step of the way. Originally there were supposed to be three such-powered prototypes, but LA594 was cancelled, leaving LA602, which flew for the first time on 28 June 1943, and LA607 which followed on 18 September 1943. Clocking 440mph (707km/h), the Tempest II would have been a formidable competitor to the Mk V in service. No wonder therefore, that 1,048 examples had been ordered by the end of 1944 partly with Hawker's and partly with Gloster's; since the latter was heavily committed with the Meteor, its share was transferred to the Bristol Aeroplane Co. Ltd.

The Tempest Mk II was powered by a 2,520hp Bristol Centaurus V or VI, an 18-cylinder air-cooled radial driving a four-bladed Rotol propeller. Most of the airframe was practically identical to that of the Tempest Mk V, except, of course, for the engine installation, and the re-introduction of leading edge radiators in the wings. With the end of hostilities in Europe, the massive orders for this version were severely cut down; Bristol's built only 50 examples (including components for 20 which were passed on to Hawker's), the first of which (MW374) flew on 4 October 1944. The parent company ended by building 402 examples, thus bringing total production of the Mk II to 452.

Attention now turned to the war in the Far East, and plans to dispatch 50 Tempests Mk II to that theatre in the summer of 1945, again under the command of Roly Beamont, were at an advanced stage. These plans were shelved with the abrupt end to the war in the Pacific. Thus the first unit to be formed on the type was No 54 at Chilbolton in November 1945, withdrawing its aircraft from some 320 Tempests Mk II at hand with Maintenance Units during that time. This was to be the only UK-based unit to fly this version, as the bulk were dispatched to equip squadrons overseas, including No 16, 26 and 33 in Germany and No 5, 20, 30 and 152 in India. Another squadron to operate the Tempest Mk II was No 33, based in Hong Kong, as from 1949, until their aircraft were replaced with the de Havilland Hornet two years later (SAMI Vol.8 No 10, October 2002).



LA602, one of the two Tempest Mk II prototypes, seen here in its early form, without a filler ahead of the fin, and cannon barrels protruding from the wing leading edge (Hawker Aircraft Ltd)

And Then there was Six

The Tempest Mk VI is the least known of its family, maybe due to its external similarity to the Mk V. Its major development was the installation of the 2,340hp Napier Sabre V. The original Tempest Mk V prototype (HM595) was modified to take this engine. Since the Sabre V needed a much larger radiator, the oil cooler was moved starboard wing leading edge, in similar fashion to that of the Mk II, together with an additional carburettor air intake in the port wing. It was flown for the first time by Bill Humble on 9 May 1944. By December, HM595 was undergoing tropical trials in Khartoum. Such was its success in this environment, that the Mk VI was practically earmarked for use in tropical climates.

Two more Mk Vs were converted to Mk VI standard (EJ841, JN750) for further trials at Boscombe Down. From the 250 examples originally

ordered, only 142 were eventually built. These went to equip nine RAF squadrons, five in the Middle East (No 6, 8, 31, 39 and 249) and four in Germany (No 3, 16, 56 and 80). Most of these units exchanged their Tempests for newer equipment toward the end of the 1940's.

A final version to see service was the target tug conversion, SN329, a Mk V, was converted for this role and experimentally fitted with a Malcolm G-type Winch Mk II under the port wing in 1945, but this arrangement was never fitted to any other of its mark. The exact type of installation appears to have eluded proper recording so far, and our editorial team would love to hear from anyone who knows more about this. A small number of Tempests were converted to Mk TT.5 standard, serving with the Armament Practice Stations at Acklington and Sylt, No 226, 229 and 233 Operational Conversion Units (OCU), or attached to operational squadrons.

With Foreign Air Forces

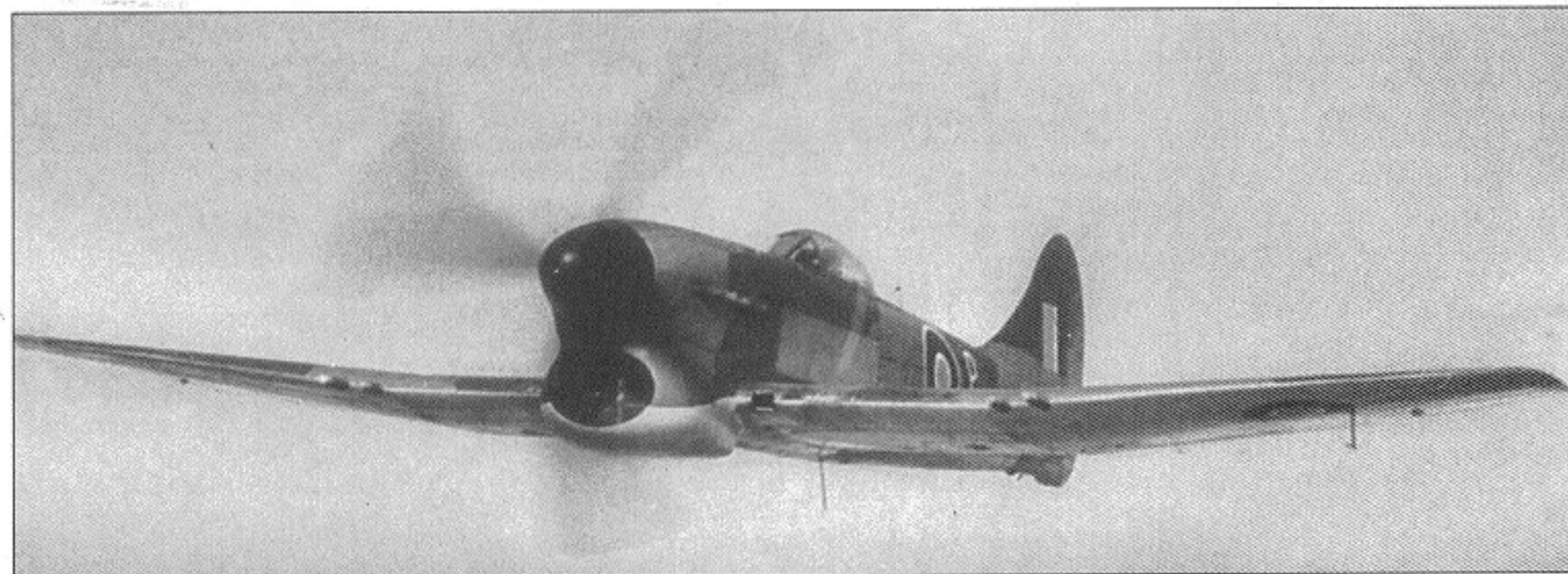
Just after the war ended, the Royal Indian Air Force (RIAF) chose the Tempest Mk II as the type with which to equip its fighter squadrons. The decision must have partly been influenced by its ease of procurement, as stocks of surplus Tempests had been piling up. RIAF personnel joined No 5 Squadron RAF in 1946 for a conversion programme, and by the end of that year No 3 and 10 Squadrons (RIAF) had been supplied with the new fighter in place of their Hurricanes. During the following year, more Tempests were acquired to convert No 1, 4, 7, 8 and 9 Squadrons.

Up to that time, these aircraft retained RAF-style colours and markings, but with the partition and independence of India and Pakistan in August 1947, two of RIAF's squadrons (No 1 and 9) were disbanded and their aircraft passed on to the newly-formed Royal Pakistan Air Force (RPAF).

These were formed into No 5 and 9 Squadrons, RPAF, with a third squadron being formed in 1949 when a further 24 Tempests II had been acquired. India retired its Tempests in 1953, at around the same time as the RAF, while Pakistan held on to the type for another year.

Aircraft from Hawker Aircraft Ltd had been a permanent feature of the RAF for decades, but with the retirement of the Tempest there was a brief gap until the arrival in service of the Hunter, another thoroughbred from Sir Sydney Camm's stable. Although it appeared too late to really prove its worth in combat during the Second World War, the Tempest will remain, without doubt, one of the finest piston-engined fighters ever produced.

Richard J. Caruana



HM595 was the Tempest Mk VI prototype, fitted with a much modified Sabre V and carburettor intakes in the wing root leading edges together with a second oil cooler (Hawker Aircraft Ltd)

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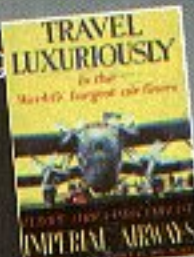
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Mistel 2



History

Eighteen miles from my house (as the crow flies) a 5ft by 5ft shallow depression bears silent testimony to the night when, on the 10th August 1944, a Mistel 1 impacted with British soil for the first and, I think, last time. A bridal-way in 'Sladen Green' Binley, Wiltshire was hardly a key military target, in fact it wasn't a target at all! The pilot of the 'parasite' fighter aircraft was after shipping at anchor in the Bay of Seine but with fuel running low and having become disorientated he elected to detach his lower component and head for home in his Bf 109F, leaving the eventual destination of the Ju 88A-4 with its four ton warhead to higher authority.

Indeed out of the estimated 250 Mistel conversions completed, few success stories exist.

The story of composite aircraft goes back further than the Luftwaffe's offensive use of the 'father and son' arrangement but it is with that innovative air force that the Mistel will always be remembered. The originator and driving force behind the concept of using expendable/war-weary bomber airframes to deliver a 'Grossbombe' was Flugkapitän Siegfried Holzbaur. Holzbaur had stumbled across the idea whilst flight-testing a Ju 88 at the Junkers works plant at Nordhausen in 1939. The autopilot was so accurate that using it to deliver the airframe onto a target the size of a ship became a feasible idea.

The concept itself was sound in that it was a sensible use of war-weary Ju 88 bombers, was able to deliver a payload with reasonable accuracy, and exposed only one airman to minimal danger! However, like many other projects, delays caused both by the RLM and the complexities of the conversion process meant that by the time the Mistel was available in any numbers too many factors were stacked against the weapon's success.

Due to the Mistel's weight and the resulting strain on the un-modified Ju 88 undercarriage, Mistels could only be operated from debris-free concrete runways (a factor that Allied intruder operations unsportingly ignored).

The hollow charge warhead itself not only needed to get to the airfield via a beleaguered railway but, when and if it did arrive, the airfield needed a sizable crane and the trained 'blackmen' to spend the day necessary to remove the bomber cockpit (used for training and ferrying) and fit the warhead! Even then there was no guarantee that the airfield would remain unmolested or that the crews would even get off the ground without an undercarriage collapse or that once up it would get to the target!

Robert Forsyth's brilliantly informative book on the Mistel records much of the composite aircraft's operational history; starting with the first Mistel operation on the 24th June 1944 when five Mistel 1s (Bf 109F and Ju 88A series) of 2./KG 101 under Luftflotte 3 attacked shipping in the



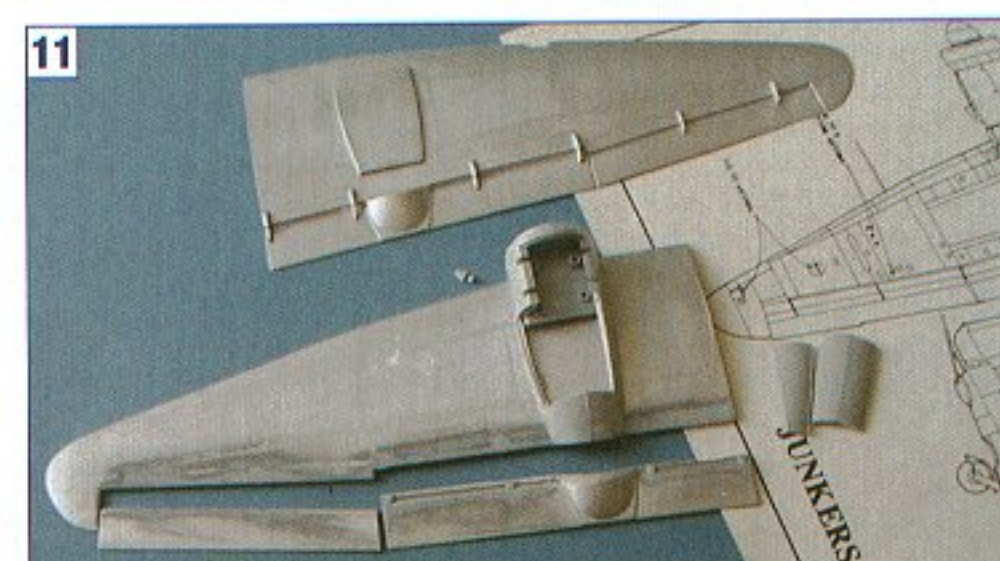
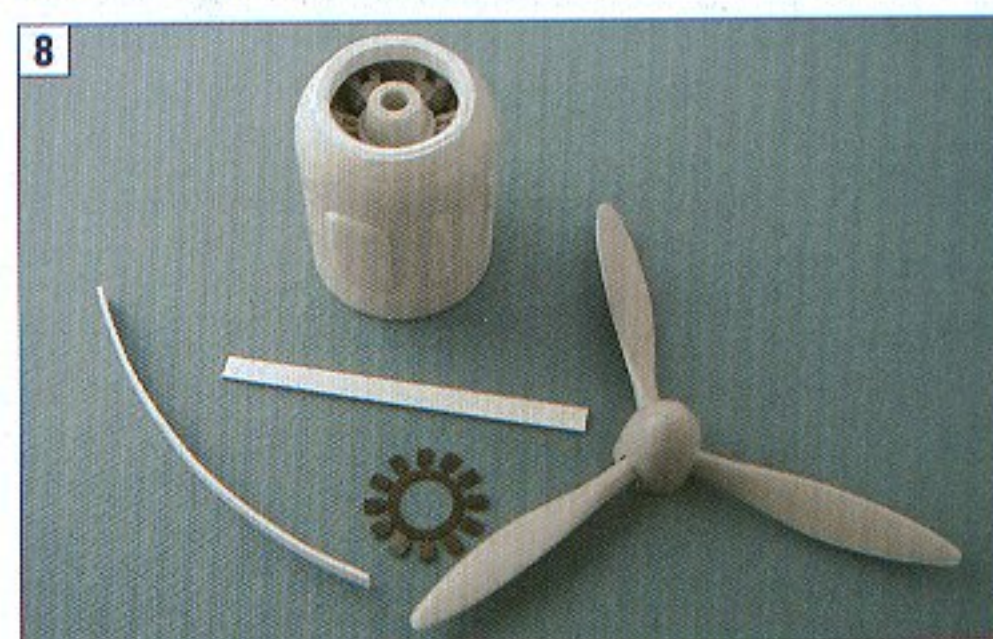
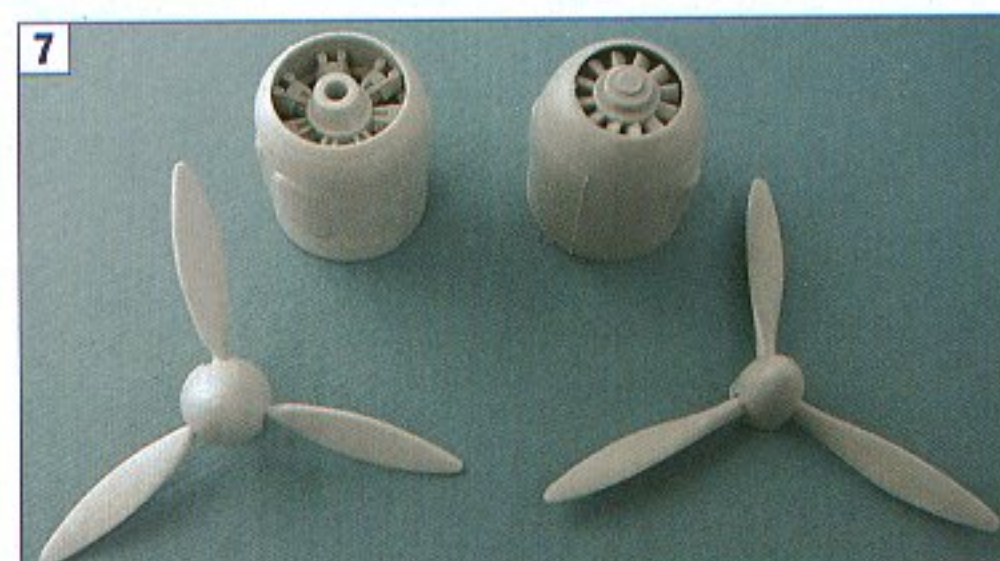
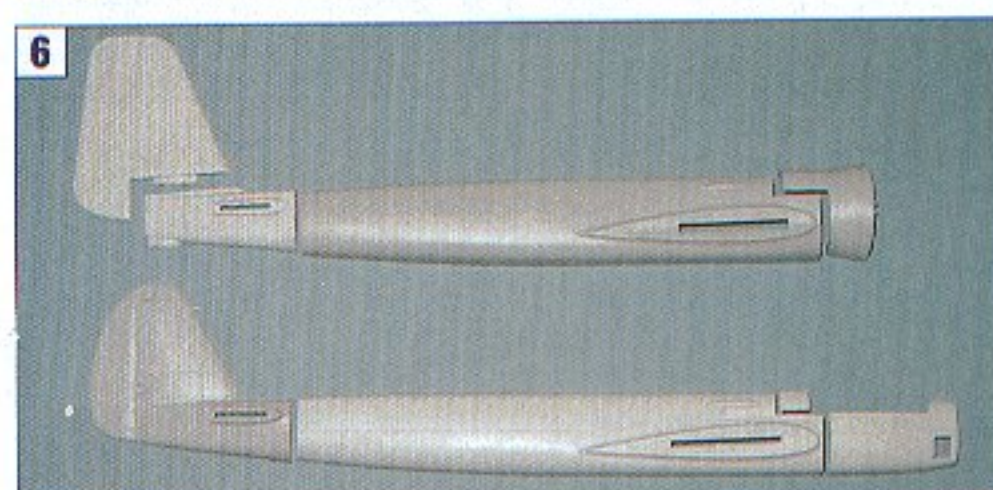
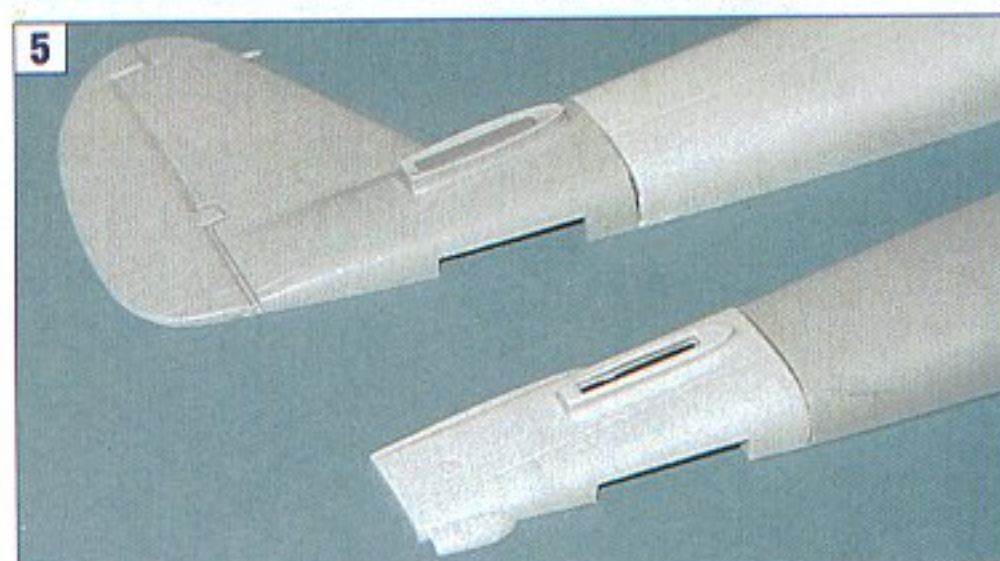
Bay of Seine – and ending with the last known strike by four Mistel 2s (Fw 190A-8 and Ju 88G-1) of 3./KG (J) 30 on the Oder bridges between Tantow and Greifenhagen in the last days of the war.

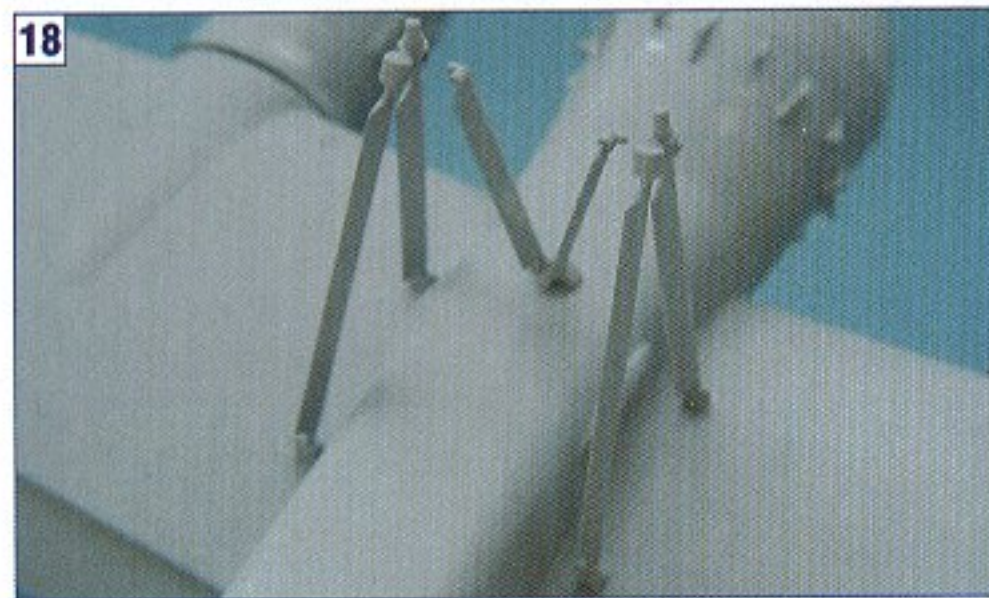
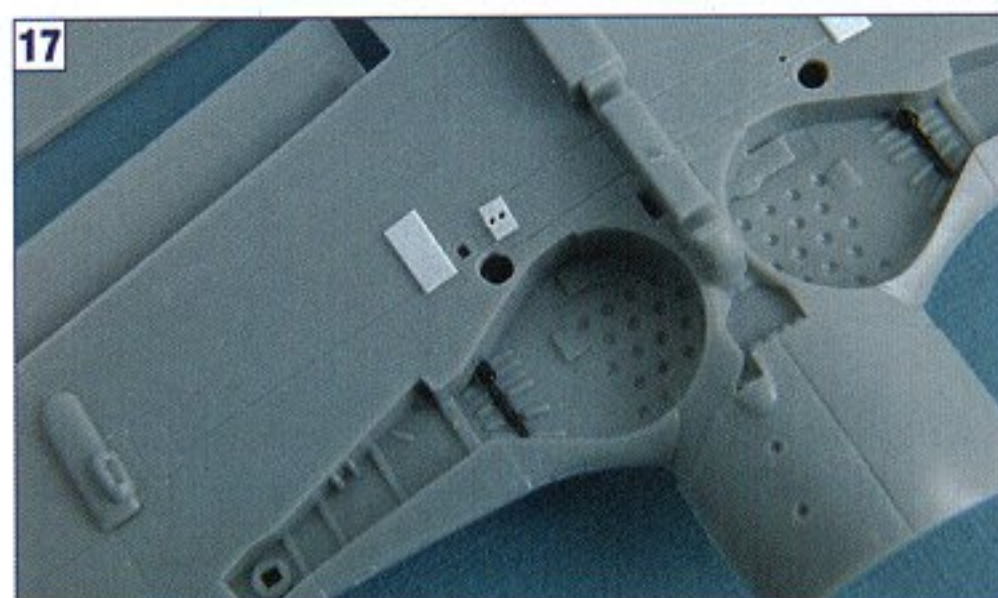
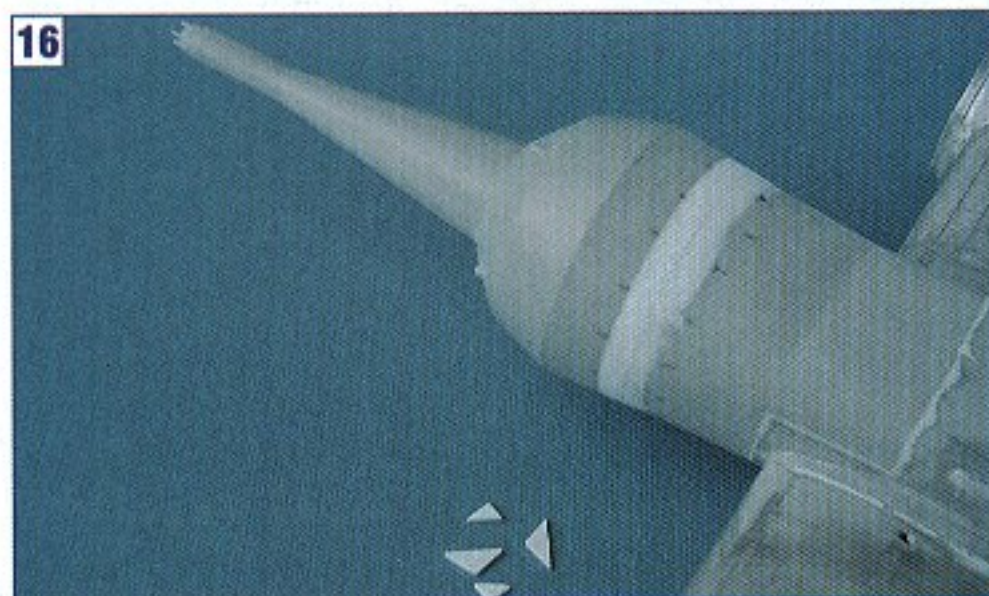
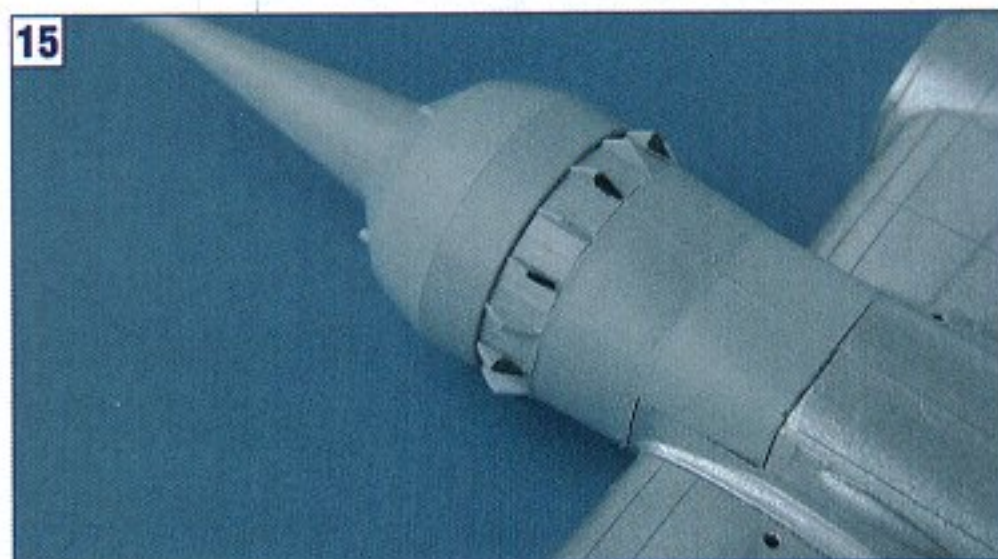
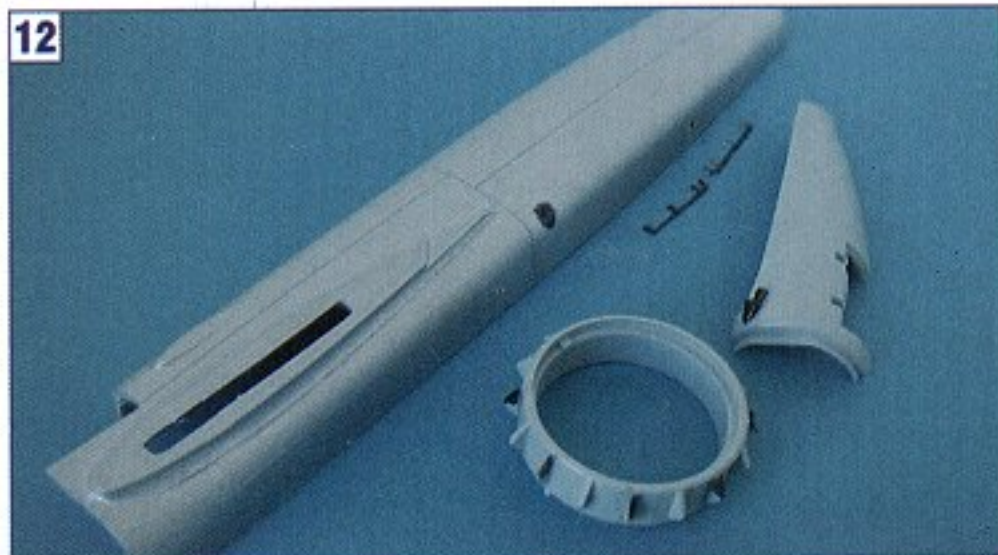
Subject

The rationale behind representing a particular subject is, I am sure, different for each modeller. I chose to model a Mistel 2 deployed at Tirstrup in Denmark labelled 'Red 12' for many a reason. This Mistel has a documented pilot, which always adds to the historicity of a subject I think. But not any old Mistel pilot but one who would go on to have a confirmed success! Fw Rudi Rredl of 6./KG 200 was the only one of four Mistel 2 crews to get off the

ground at Peenemunde on the 12th April 1945 tasked with destroying the bridge at Kustrin. This he did to the immense joy of on-looking, hard-pressed German paratroops who marvelled at this 'father and son' act. Another reason for modelling 'Red 12' is that it represents the fate of many a proposed operation; for in February 1945 the airbase at Tirstrup was attacked by two (tipped off) intruding Mosquito Mk VIs, forcing the cancellation of operation 'Drachenhole' – the planned attack on Scarpa Flow in which Fw Rudi Rredl and 'Red 12' were to take part.

One final historical impetus for making a Mistel 2 is I guess based on 'mood'. Even though the Mistel concept goes back further, it will nevertheless always capture something of those last





desperate days of the Luftwaffe. I simply think that two late war aircraft in late war liveries more effectively epitomises that late war mood than achieved by the Mistel 1. From a purely modelling perspective – it's just nice to make something you cannot get straight from the box as it were.

Modelling

The aircraft used to make a Mistel 2 combination have already been mentioned so it is just a case of where to look and personal choice. Both Hasegawa and Revell produce lovely Fw 190A-8s but you will have to check your references as only the Hasegawa kit comes with the late-style head armour and 'blown' canopy. These items can also be found in the Academy Fw 190D-9 kit. Most Fw 190A-8/F-8s seen on Mistel 2s have the latter canopy, which I failed to spot until near the end of the project and thus I proceeded with using the Revell kit.

As for the bomber – you obviously need a late-war Junkers kit for the BMW 801 powerplants and revised tail surfaces plus the Italeri kit for the

warhead and the area immediately aft of it on the modified Italeri Ju 88A-4 fuselage moulding. As far as I am aware the only late-war Junkers kits in 1/72nd that could give me the necessary parts are the Italeri and Matchbox Ju 188 and the AMT Ju 88G-1/G-6 kit.

Forget the Matchbox kit as the engines are useless and the cross section of the fuselage immediately forward of the tail surfaces is way off from that of the Italeri fuselage. Using the Italeri Ju 188 kit is a very sensible option, in that it is easier to get hold of than the old AMT kit, needs just as much work done to the BMW 801D power plants as needs doing on the AMT items (the Italeri and AMT kit parts being near identical) and you will at least have the correct spinner and propellers for the said powerplants (more on that later)!

If however you hate the thought of having to bin virtually all the rest of the Italeri Ju 188 kit, and if you have some spare correct spinners and propellers – then the AMT Ju 88G-1/G-6 kit is the answer.

Photos 1 and 2 show the majority of items needed, or used in this project.

Getting Started

Based on the tremendous similarity between the Italeri and AMT moulds I was hoping to simply cut the cockpit area off one kit, the fairings aft of the warhead off the other and swap them (as done in the Osprey Modelling Manual 'Messerschmitt Bf 109' article) – Photo 3. Unfortunately Italeri's fuselage is a good bit wider at the front than the AMT fuselage. Not that much of a problem for the Mistel project as filler and plastic sheet would help blend the AMT fuselage outwards into the warhead; but a headache for the AMT cockpit that would have to be grafted onto the leftover (and far wider) Italeri fuselage to avoid the wastage that led me to favour the AMT kit in the first place (Photo 4).

The only other option was to remove the tails of both to see how well they matched there. Indeed, the cross section of both kits forward of the vertical stabiliser was near identical (Photo 5). Well... I had cut off the front sections for nothing but at least had a result from which I could move forward (Photo 6).

Build

Once I had identified which parts of which kits I was using the actual making of the project was going to be straightforward (some hope!) and I certainly do not want to go into how to get glue out of a tube! I will therefore stick to commenting on the more salient aspects of the project its self, such as problems, corrections and detail.

Engines

The AMT kit, like the Italeri Ju188 kit, comes with a choice of powerplants, the BMW radial type and the Jumo inline type. Again like Italeri, no tubular flame dampers for the inline engines are provided for the Jumo type and the radial types are minus the fans.

The detail of AMT's BMW 801D engine cowlings is exceptional but alas, like the Italeri parts, the radius of the aperture is far too large. This can be seen when placed, for instance, next to a similar powerplant from an Italeri Do 217M/K kit (Photo 7). To remedy this – one 39mm strip of 0.5mm plastic sheet was cemented to the inside lip of the cowlings' aperture, followed by another

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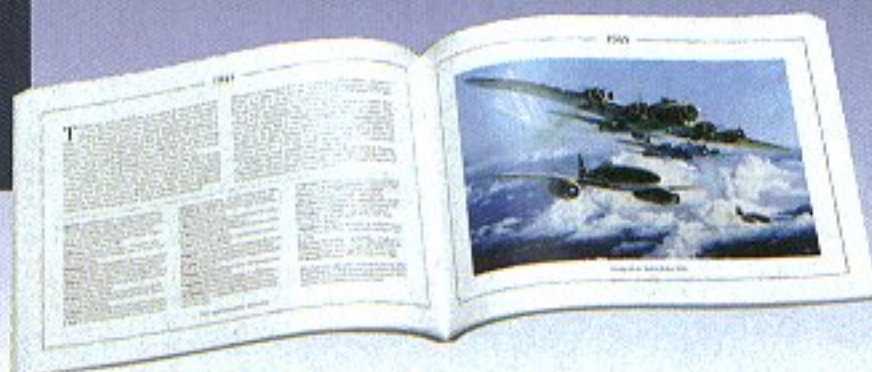
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0.5mm strip 36mm long; thus reducing the radius to that of the various fans I had available (Photo 8).

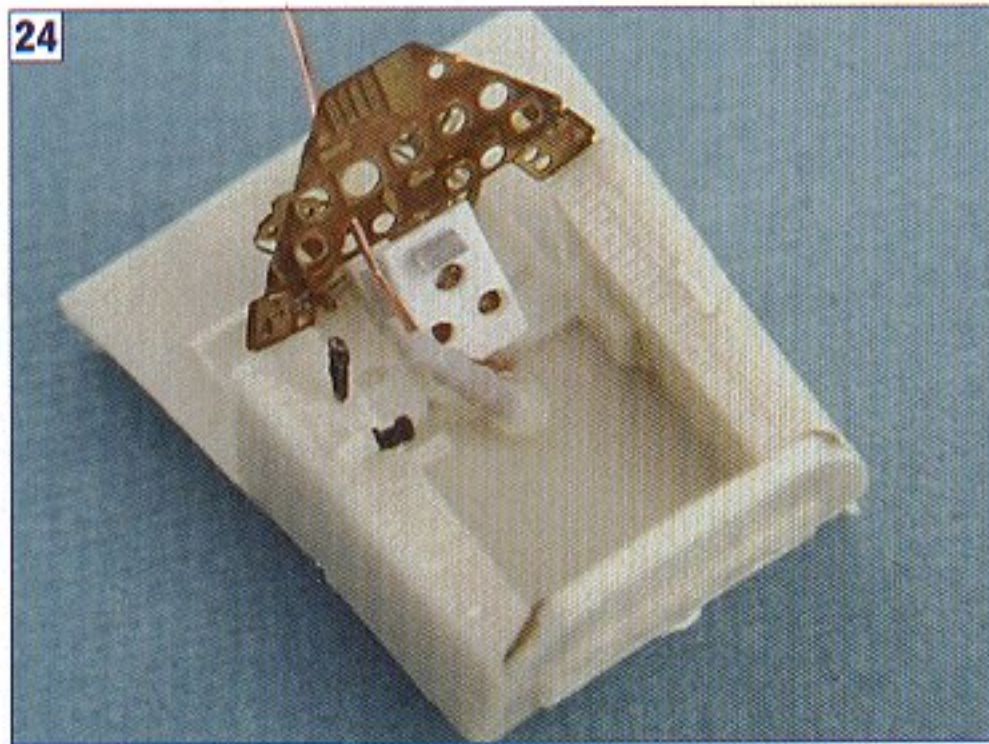
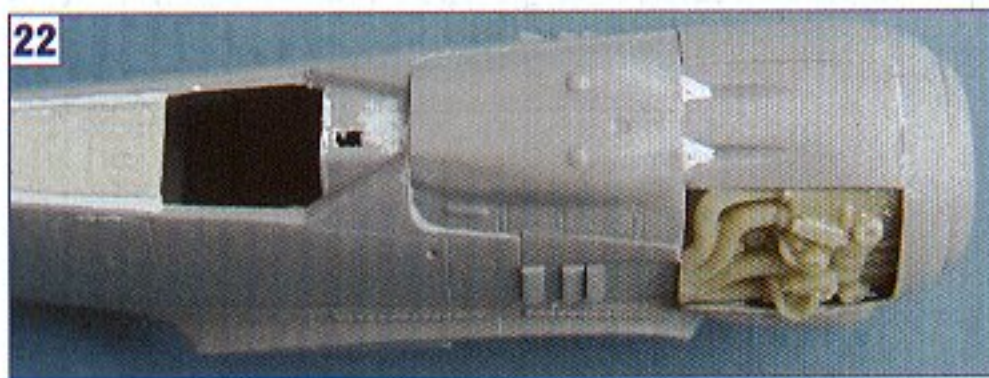
All the photos I have seen of Ju 88G-1s and their Mistel 2 cousins show the engines fitted with an extra band sufficient to cover the many exhaust outlets. These bands are not represented by either AMT or Italeri who favour showing off the exhaust stacks instead! These were shaved off, as although the extra band did indeed taper outward, the presence of the stacks would have accentuated this too much (Photo 9). As it was supergluing very thin plastic strip, 2mm wide, to the diameter of the cowlings and the (larger) diameter of the exhaust-free kit item proved very tricky.

Dry-fitting the powerplants, complete with tapered flame damping band, to the wing/wheel bay showed that the wing/wheel well radius would have to be sanded a little rounder to get the benefit of the work done to the tapered band. I was not helped by the fact that the AMT powerplants are designed to fit onto AMT wheel bays which, like the kit's fuselage, are narrower than the Italeri

offering. Neither was I helped by both kits having wheel bays/upper wing portions that are too short at the front and therefore lacking the space to taper in sufficiently.

Still further problems were caused by AMT's failure to provide VDM style spinners. Two propeller options are given to represent the two different powerplants that used them but only the VS-111 style spinners used on the Jumo engines are provided. Actually, another type of spinner is provided but it is simply a smaller VS-111 type as seen on Ju 88A-1s!

As for the propellers that are supposed to represent the VDM metal types – they are very inaccurate (See Photo 7) and need replacing. The easiest thing for me to do at this stage was to simply use the Italeri (correct) spinners, propellers and fans that I had (seen in Photo 10), but that might compromise a later build. I opted instead to use some resin spinners, complete with fans from 'Final Touch Products' into which I bravely drilled three holes to take some sawn off spare propellers that I was fortunate to have



(again Photo 10). This gave the added advantage of representing the blades in a feathered position if I so wished (not forgetting to alter the fighter's propellers as well). –What an awful lot of bother for two engines!

Wings/Wheels

As the tail and powerplants would have recessed panel detail it was necessary to remove the raised detail of the Italeri wings.

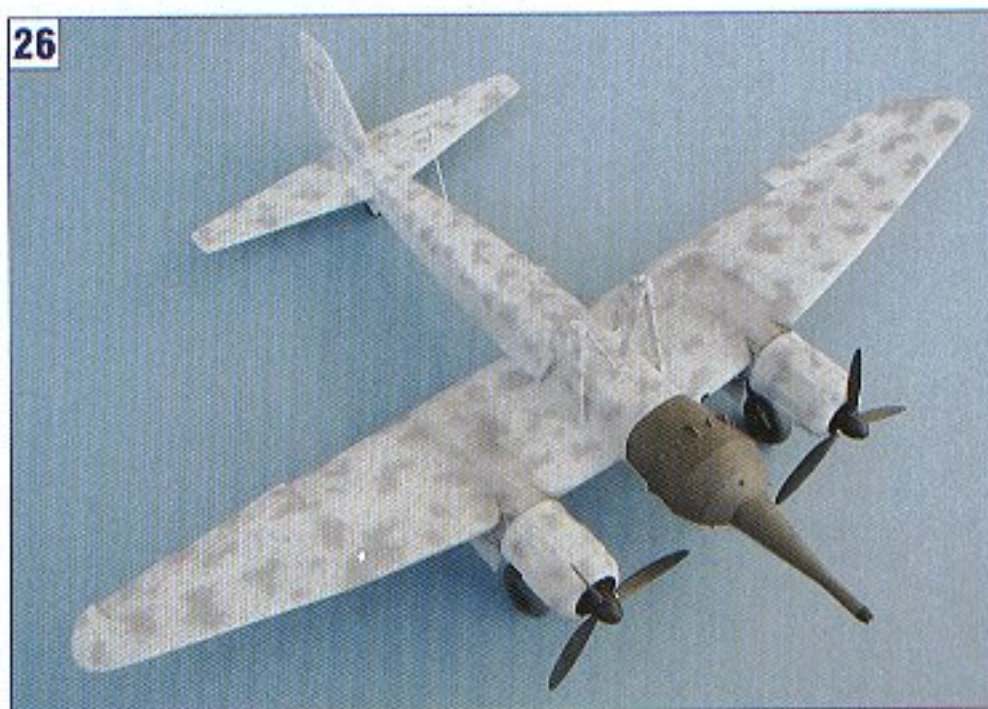
The Italeri Mistel kit comes with a solid grey plastic plug to represent a deleted leading edge light. I wish they had provided a clear plastic item as with their other Ju 88 kits as I have to disagree with this arrangement. Remember that every Mistel 1, 2 or 3 was a bomber or fighter that within a day's work could once again hold a crew for ferrying or training purposes. It stands to reason surely that if all the photographs of Mistel 'S' variants can be seen with leading edge port landing lights, then the same would be true the next day with a warhead fitted! I just nicked a clear plastic part from one of my other Ju 88 kits to save time.



Small ducts can be found on the outward facing wheel bay parts; these need removing and can be used to simulate the ducts found just inboard from the wing's leading edge and outboard of the said wheel bay half. Much smaller ducts need to be placed in line with the larger ones but inboard of the wheel well.

The only other issues with the wing concern the drilling out of the duct in the port leading edge, near the wing root, and modifications to the control

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surface detail. The ailerons need to have the modified 'tabs' seen on the Ju 88G-1 and G-6 fighters. This was represented with plasticard that was blended in with filler and can be seen in later photographs. The kit's solid aileron actuators should also be replaced with the type that allows you to see daylight through them! As for the raised actuators for the landing flaps - these need to be deleted, full stop. Another problem with the landing flaps concerns the 'trench' found between the wing and the flap; it shouldn't be there! It meant more work but I decided to remove the flaps all together in order to extend their width and thus delete the trench, as seen in photo 11.

True Detail wheels and a bit of brake piping completed the work for now on the wings and wheel bay. Oh - yes...don't forget to drill out the semi drilled holes in the wing root to take the Mistel cradle struts.

Fuselage

Apart from the obvious change in tail and the relocating of the unnecessarily removed warhead fairing, the only thing to mention here concerns the rescribing

of the panel detail and the deletion of the FuBl 2 antenna and trailing wire antenna post mount, highlighted in black along with other items in photo 12.

I am not sure if the rationale for the maintaining of the landing light applies to the maintaining or deletion of the EZ 6 DF Antenna? I couldn't confirm it either way by the many splendid photographs in Robert Forsyth's book. I tend to agree with the aforementioned Osprey title that it should be deleted (in Italeri's case - not represented at all) but if the EZ 6 DF Antenna is in any way connected to the aircraft's autopilot system then it would surely not be removed with other 'unnecessary' items for obvious reasons.

One further point relates to the tailwheel. I couldn't see any mudguards on Ju 88G-1 or G-6 tailwheels? I thought it therefore best to try and modify the kit part (Photos 13 and 14). The result would probably shimmy like mad in real life but it looks round enough at a distance!

Warhead

I initially only spotted the need to remove half of every other warhead

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hinge (Photo 15) but I could have cried when it dawned on me that the 'step' represented by the Italeri warhead parts was completely wrong. The aforementioned Osprey title doesn't address this error at all and I don't know what Dragon did with their 1/48 scale Mistel? The warhead should taper back into the fuselage smoothly with a join line running central to the apex of the hinges. I found that two 0.5mm thick 2.5mm strips of plastic card, blended in with filler did the trick, new hinges being added after sanding (Photo 16).

Cradle

Included in Robert Forsyth's book is a photograph of the belly of the Fw 190A-8 hanging in the Imperial War Museum. This machine is a Fw 190A-8 'M' having been 'modified' to serve as a parasite Mistel control aircraft which incidentally was taken from the same airbase from which my 'Red 12' was to operate. The photograph shows the connection points for the cradle struts as well as other detail we will look at later. The distance of these strut connection points on the aircraft's front spar equates to being 20mm apart on our model's

belly (photo 17). This causes an obvious problem in that the Italeri parts are designed to be connected with a Bf 109 and therefore the tops of the connecting struts measure less than 20mm apart, as seen in photo 18 at a later time in the build. The cradle was therefore modified to correctly connect with the Fw 190A-8 M simply by cutting the inner 'V' braces off their mount and extending the length of them at the bottom.

Photo 19 shows the tail brace/anchor which is the correct height to give our fighter the necessary angle of incidence but it is way too thick in this scale and so was replaced with a length of strong steel wire (from one of my old guitar strings). Slid onto this steel wire was some electrical hose, with its wire removed.

Very little wiring can be seen connecting the 'father and son' together because it was located inside the faired support struts contrary to the model in the Osprey title. One wire at least can be seen travelling up the rear brace/anchor and so this was represented with some stretched sprue. The same material was attached to the tops of the strut connectors to represent the three known electrical connectors seen on the belly of the Imperial War Museum Fw 190 M; photo 20 gives some idea of what I was hoping for at the end of the build.

Finally, a hole was drilled just forward of the Ju 88 dingy compartment but the brace/anchor was not attached until after painting to facilitate easier handling.

Well what a load of work that was; thankfully the control aircraft was going to be a lot less bother. Photo 21 gives some idea of the work done so far. Is it me...or does the Mistel look like one of Emperor 'Ming's battle cruisers in 'Flash Gordon'?

Fw 190 M

I have seen photographs to the contrary but I thought it best if the control surfaces of the control aircraft mimicked those on the Ju 88, but this, like the use of Verlinden's poor quality resin engine item (Photo 22) is purely subjective. The use of CMK's excellent cockpit set, seen in photo 23, designed for the Revell kit, is also optional but I wanted to buy a vac-form canopy anyway and as it provides both styles I thought it was a good buy. Sadly I was



unable to use the 'blown' canopy due to a number of severe imperfections. The rest of the set is however delightful and I set about representing the modifications seen in one of the photographs in the Robert Forsyth book (Photo 24). When done the modified assembly was primed and painted, mainly in RLM 66, before the acetate dial sheet was fixed to the back of the control panel with PVA glue (Photo 25).

Some of the belly modifications have already been mentioned but added to this work was a small piece of square plastic sheet located to the rear of the port connection point. Two holes were drilled into this to take the wires fixed earlier to the port cradle strut. A single hole was drilled for the same purpose on the starboard side of the spar cover.

The only other thing to remember is the deletion of all armament on control aircraft of all Mistel types. The poor Ju 88 undercarriage was dealing with twice the weight it was designed for as it was and besides, range was all-important! To this end the upper cowling muzzle apertures were filled, blanking plates added to the wing root cannon ejector shoots, the same cannon detail deleted from the kits wheel wells, holes drilled in the rear of wheel well wall where the cannon once protruded...and finally, the moulded cannon removed from the wing mouldings. All the above modifications can be seen in progress in photo 17.

As mentioned earlier most Mistel 2 control aircraft seem to have 'blown' canopies with late style head armour; thankfully I had both items as spares but was a little upset by the CMK canopy that I had wanted to use. And so that was that, the aircraft went together without any fuss, a bit of detail being added to the landing gear (Photo 20) and flaps and then all was ready for painting.

Painting

Like the majority of late war Junkers night fighters, 'Red 12' was finished in overall RLM 76 disrupted by splashes of

RLM 75. As for the warhead, photographs of 'Red 12' show a solid upper colour with sharp demarcation line with the lower colour. I don't think it is unreasonable to suggest that this was painted in at least two of the standard bomber colours – RLM 71 over RLM 65. Photo 26 shows the bomber component in its main colours.

As for the control aircraft, I opted for an upper camouflage of RLM 75 and a late war dark green that most refer to as 'RLM 82'. This was over the usual RLM 76. Photo 27 shows, as with the bomber, the control aircraft in its main colours. Propeller blades of both aircraft are in RLM 70 (being metal types) with the spinners of the Ju 88G-1 being RLM 22 'black'.

I prefer to use Aeromaster/Poly Scale acrylics as they give a nice matt surface on which to apply any (scaled) weathering. In 1/72nd scale any more than a very diluted wash of Raw Umber, or whatever you like to use, and you would end up with a model that in real life would be giving the crash investigators at Farnborough a lot of work!

Of course if you opt to use an oil-based wash on a very matt surface you can't go mad, as the matt will absorb the wash. You want a little absorption though. I like to apply exhaust staining with black, followed by brown pastels. This is then rubbed off with a wet finger and then a dry tissue to give the impression that some effort had been made to keep the exhaust staining under control with a scrubbing brush. The pastel also picks up on the oil washes, which are highlighted as darker stains.

Both aircraft had their weathering sealed in Aeromaster acrylic gloss varnish, which also prepared the models for the decal application.

Decals

These came from a variety of sources and your subject will very much dictate your hunt for the right sizes and styles to be used. I gave up on the Letraset crosses I had as a bad job. I found it extremely



difficult to place them and when I got one on, trying to match its placement on the other side of the fuselage was a nightmare. The crosses and swastikas on the Superscale sheet for Ju 88 night fighters were all too large and were therefore rejected as well.

The AMT decals are not perfect but the dimensions were at least correct and with the black outer outline cut off the under-wing crosses I had the standard style and size found on the Ju 88G-1. The white outline cross on the upper wing is guesswork, as this can't be deduced from photographs of 'Red 12'. Some G-1s had this style while some had black fills. The black work number and red 12 with its conversion code were all hand painted.

Stencilling came from the spares box and if you have a spare 309mm of wing walkway markings then you can apply these if you're mad.

As for the Fw 190A-8 M, Revell decals were used for the fuselage black outline crosses and stencilling, the rest coming from the spares box.

Finish

Two coats of matt varnish finished off the model, which when dry had the pitot tubes, and control aircraft (with canopy and other bits and bobs) added. The masking was also removed from the lower component port leading edge light.

One of those 'bits and bobs' added to the control aircraft was the tail to canopy antenna wire. I have represented this as being taut with the canopy open - this is completely wrong for a 'blown hood' as the antenna was fixed only to the outside of the canopy, no provision being made for it to remain taut as with the early style hood which allowed the wire to pass through on a 'piano hinge'. The mistake was made partly by following a profile drawing, which showed the antenna wire entering the hood and travelling back on itself, just like on the older hoods! A friend was kind enough to remind me of this fact but the photographs were already being developed I am sorry to say. I would love to hear from anyone who has any more on this subject (j_s_mccillmurray@talk21.com) but the Walk Around volume on the D-9 seems quite categorical.

This is certainly one of the more interesting models on my shelf and one that would have been extremely easy had it not been for the AMT engines and Italeri warhead. If you like doing something different and are into the history of your subject then this project is for you and you will certainly not regret purchasing the Robert Forsyth book, or if you are poor like me - borrow a copy (cheers Mark Tuffield)!

John McMillan

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 • *Fw 190 A/FB*, AJ Press
 • *Messerschmitt Bf 109* - Osprey Modelling Manual



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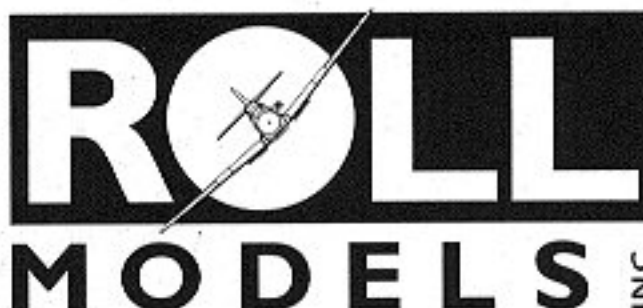
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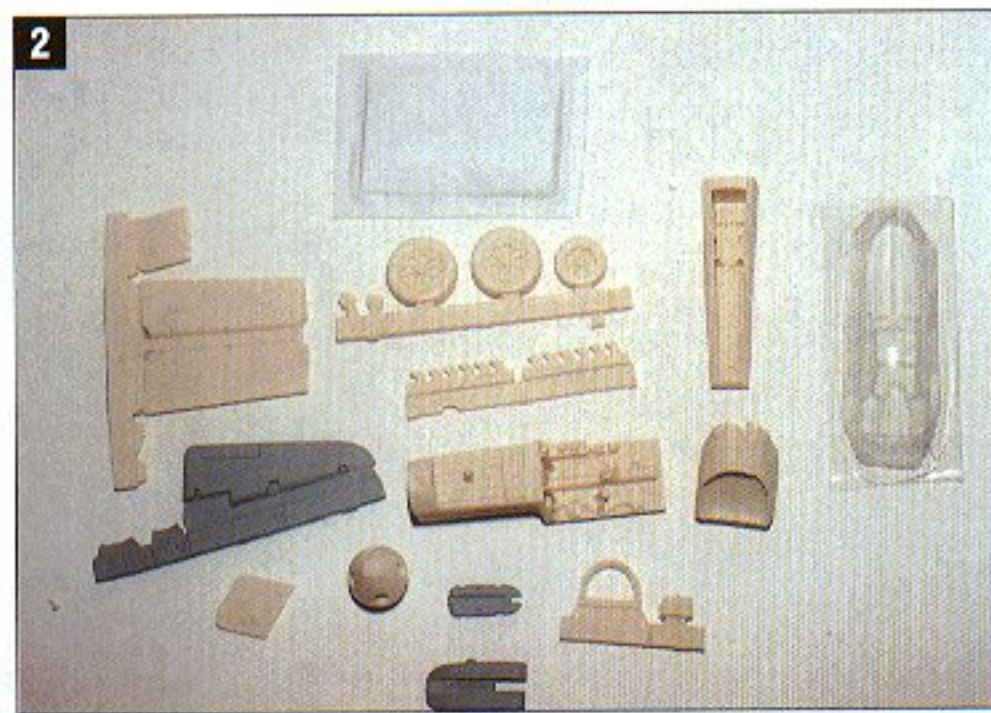
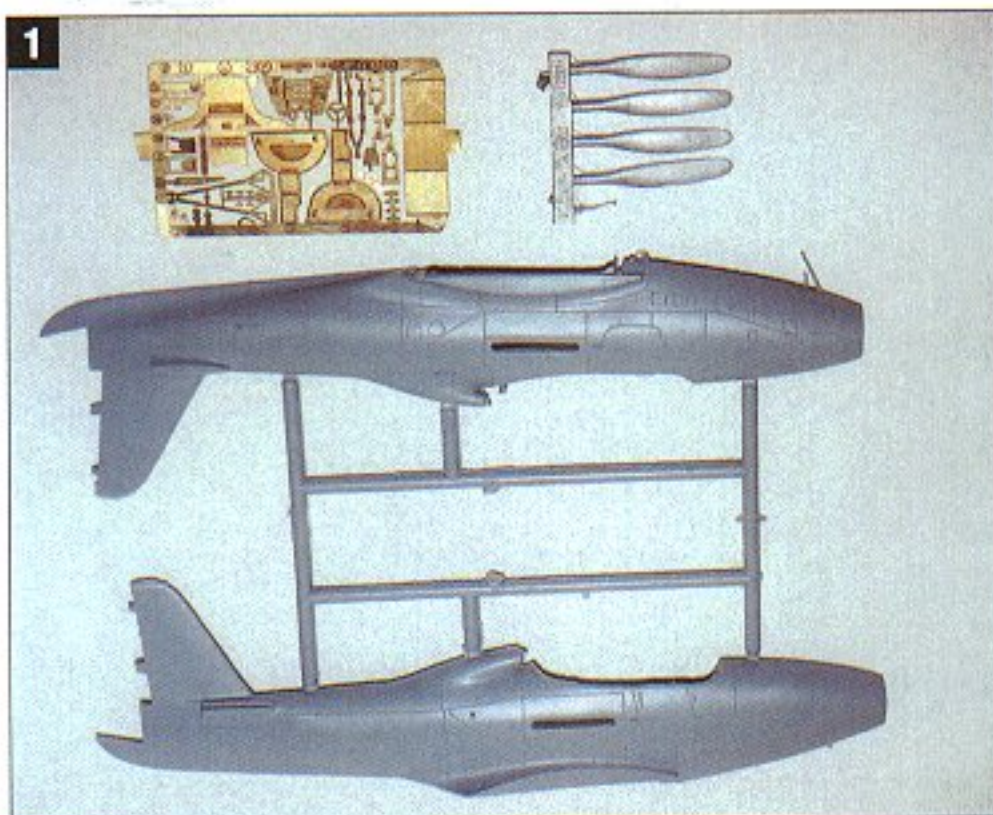
One of my children had the opportunity to serve in the Peace Corps of the United States some years ago. Her assignment took her to the Continent of Africa where she experienced some pretty primitive living conditions, at least by Western standards. On one occasion she told the story of encountering a Cobra while walking a trail. Obviously, to make a short story shorter, she was not harmed, probably running in the

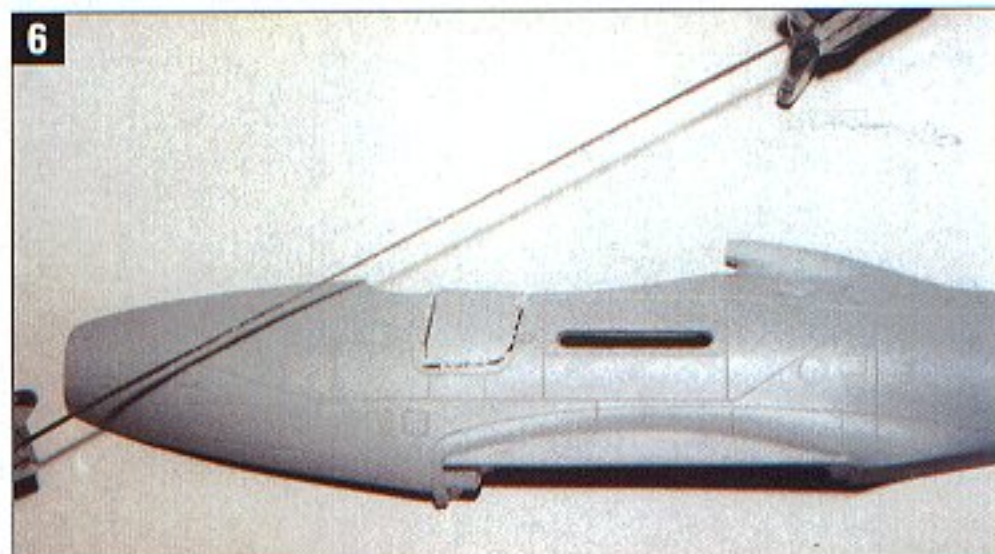
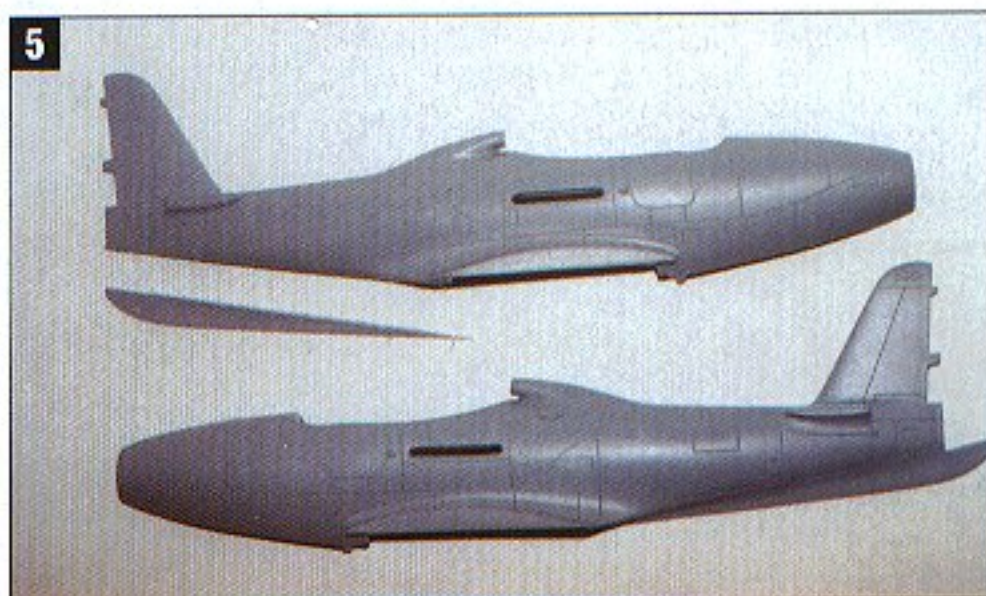
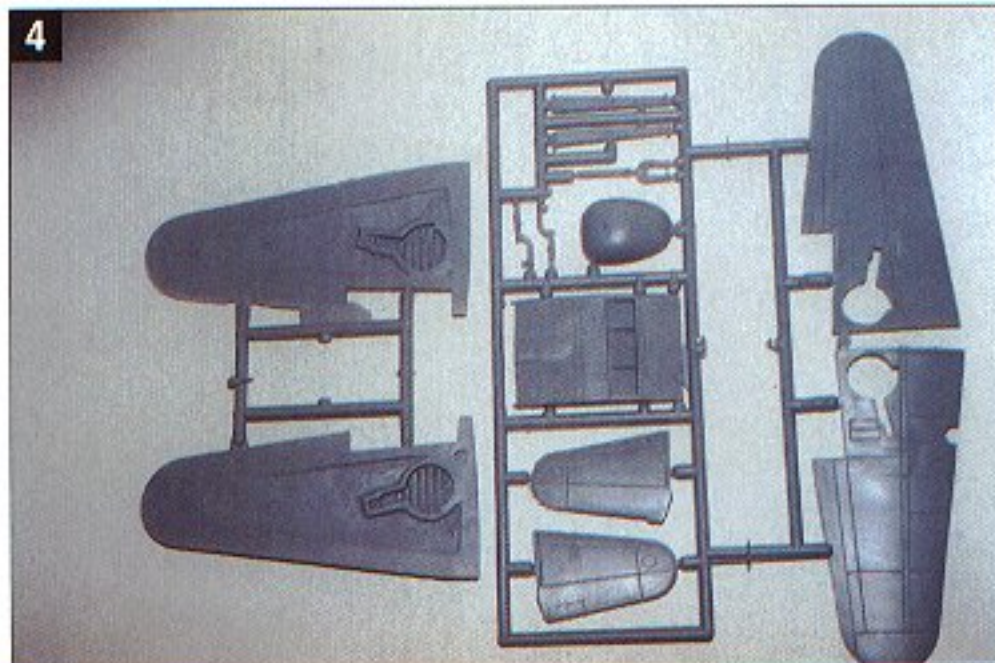
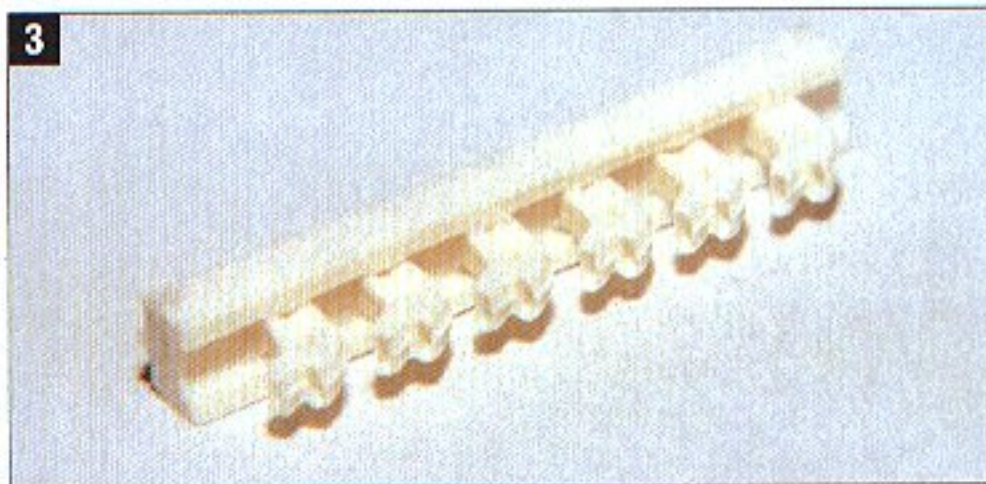
opposite direction faster than she ever had before! Not knowing if there is a difference between a Cobra and a Kingcobra, just the fact that I heard the story was enough to make me cringe, as would any father, I imagine, after hearing such an account. Snakes and I don't get along very well, however I came to embrace at least the namesake of one of them!

One aircraft that served during World War II was just that - a Cobra,

or more specifically, the P-63 Kingcobra, the successor to the P-39 Airacobra. Some years ago, I was able to purchase the Hi-Tech 1/48th scale kit of the P-63C as it was on sale at the time for a very good price. The intent was to build it 'someday', however the 'killer scheme' was not to be found. Then, one day the Experimental Aircraft Association's 'Warbirds' magazine arrived in my mailbox. On the cover was a beautiful flying shot of former Astronaut Frank Borman's P-63A, resplendent in Olive Drab over Neutral Gray paint with U.S. National insignia.

It carried two P-51D-style teardrop wing tanks in painted aluminum and a 250-pound bomb on the centre station. Removing the ventral fin on the Hi-Tech kit to convert it to the 'A' model would be a relatively easy task. THAT was the scheme I had to have on my model so the project commenced during August of 2001. Interestingly, the landing gear had been painted Bronze Green while the cockpit was painted Green Zinc Chromate. The inner gear doors, wheel wells and the inside of the radiator vent were painted in Yellow Zinc





Chromate. That indeed would make the model stand out a bit. Armed with reference and the magazine article, I began the building process.

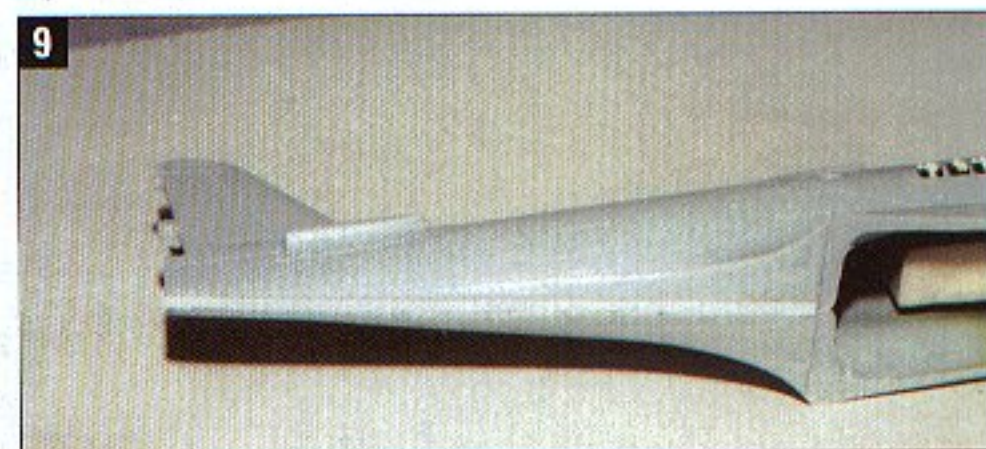
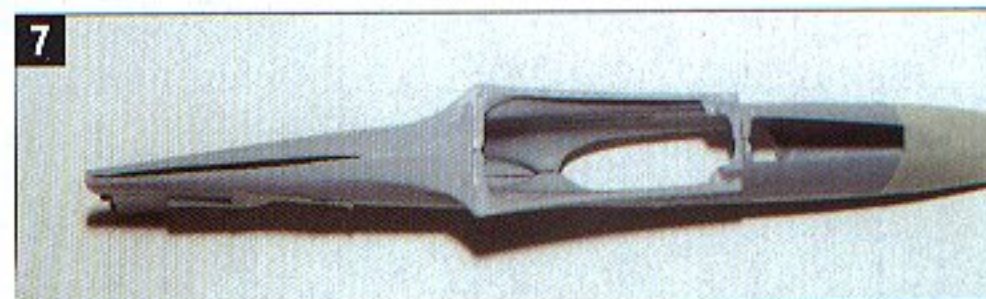
Construction

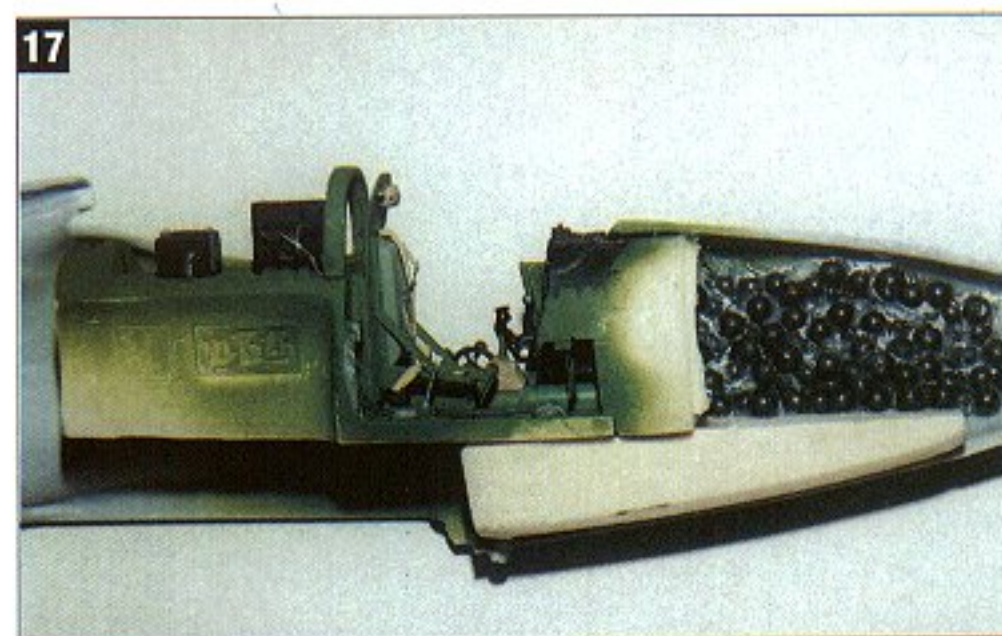
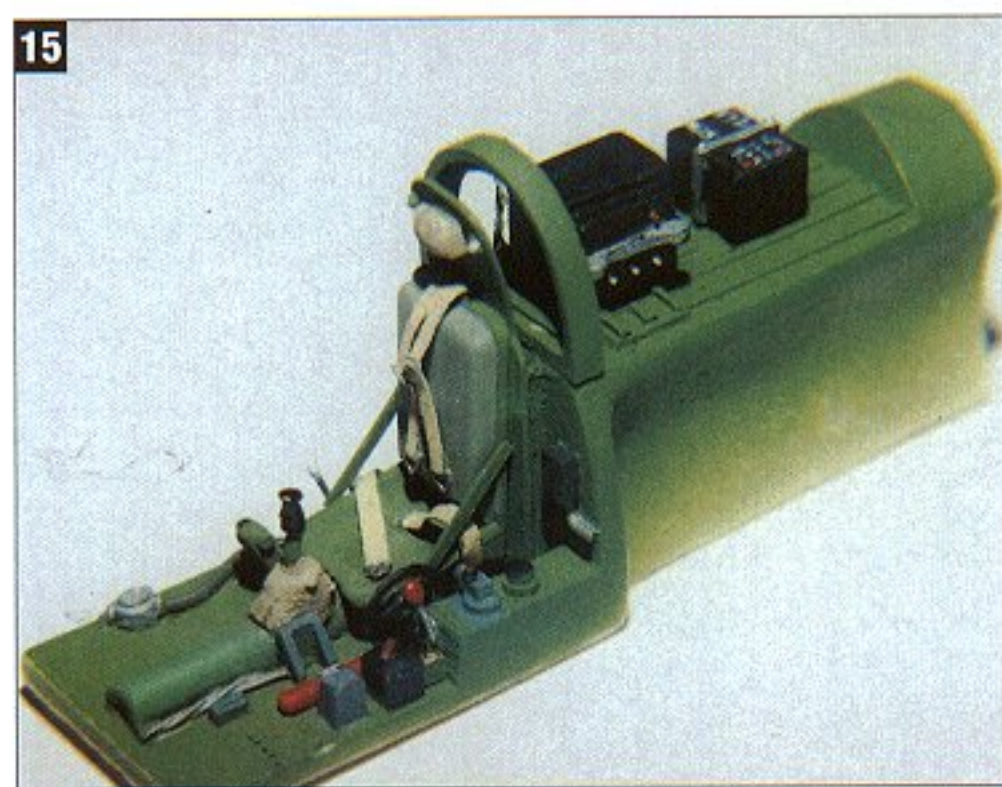
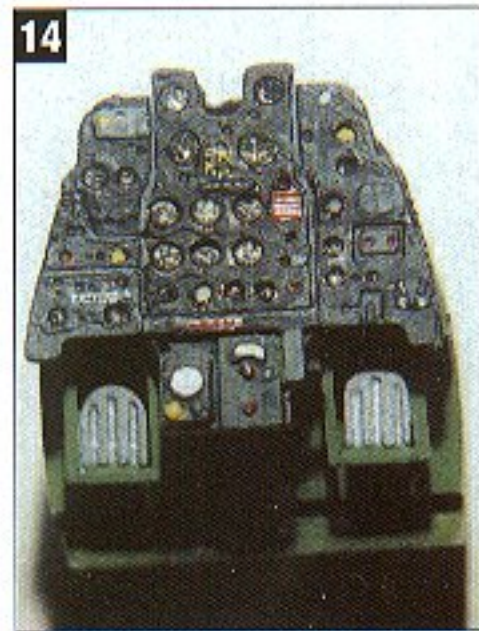
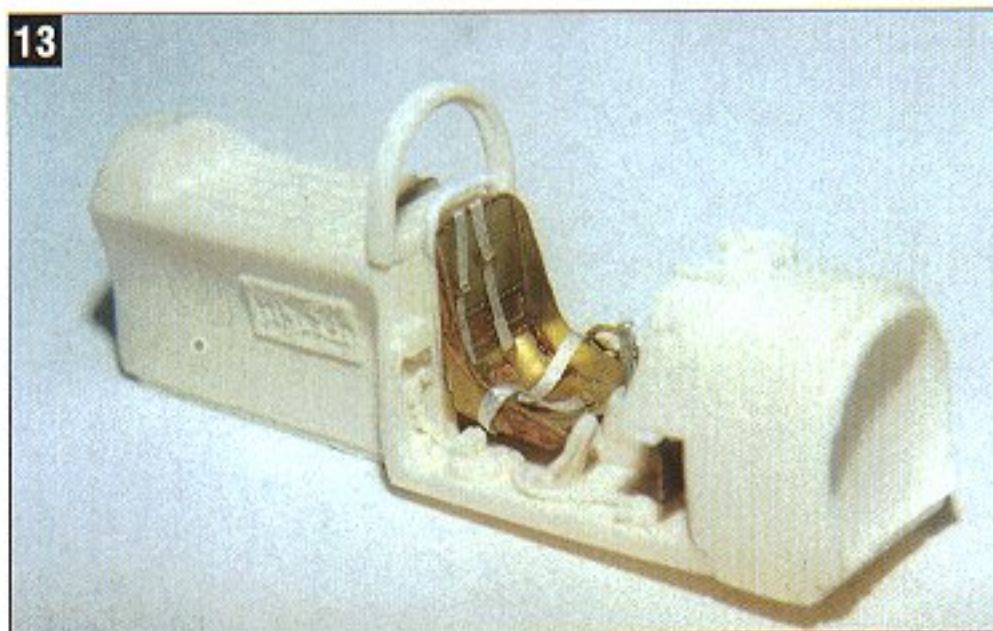
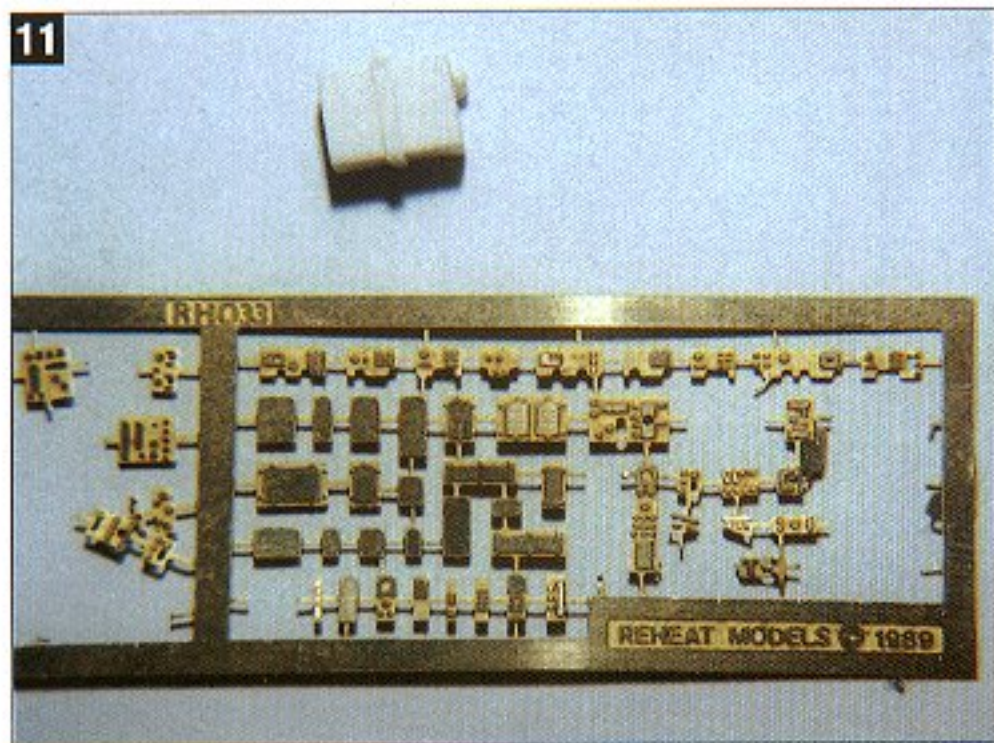
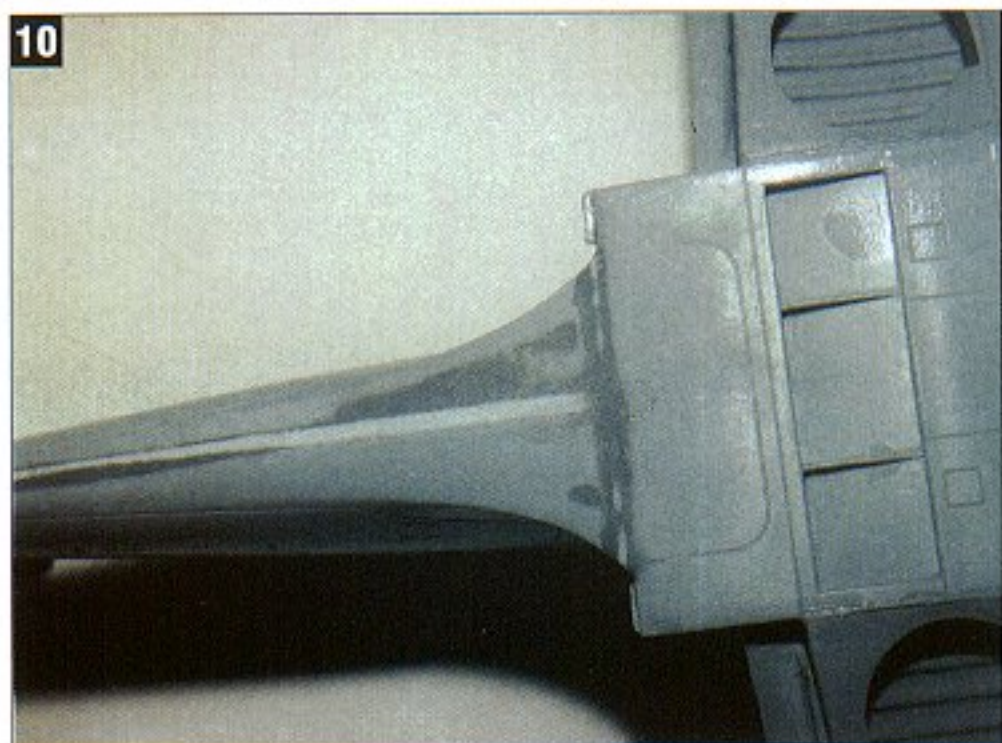
Photos 1, 2, 3, and 4 show the components of the kit. As one can see, it is a mixture of injection moulded plastic, resin, white-metal and brass photo-etch parts. The plastic is rather thick yet on the soft side so that made the modification a little easier to contend with. The brass etched fret contained all the right parts to insure that a good scale effect would be achieved. Checking things out, I determined that the resin wheel hubs had the spoke pattern whereas I would need the non-spoke variety were I to accurately build Mr. Borman's machine. I then purchased the MPM

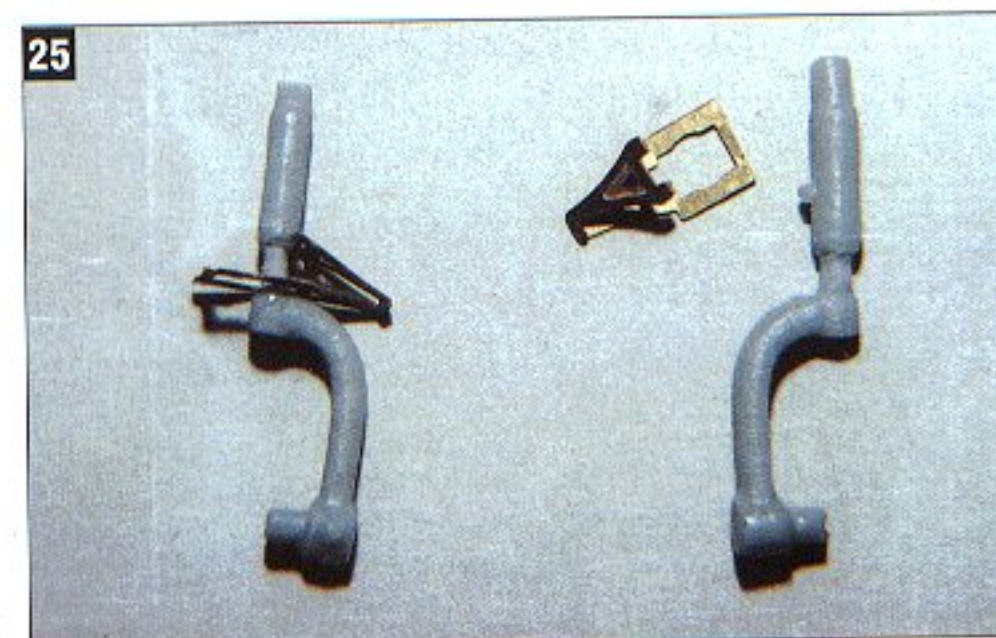
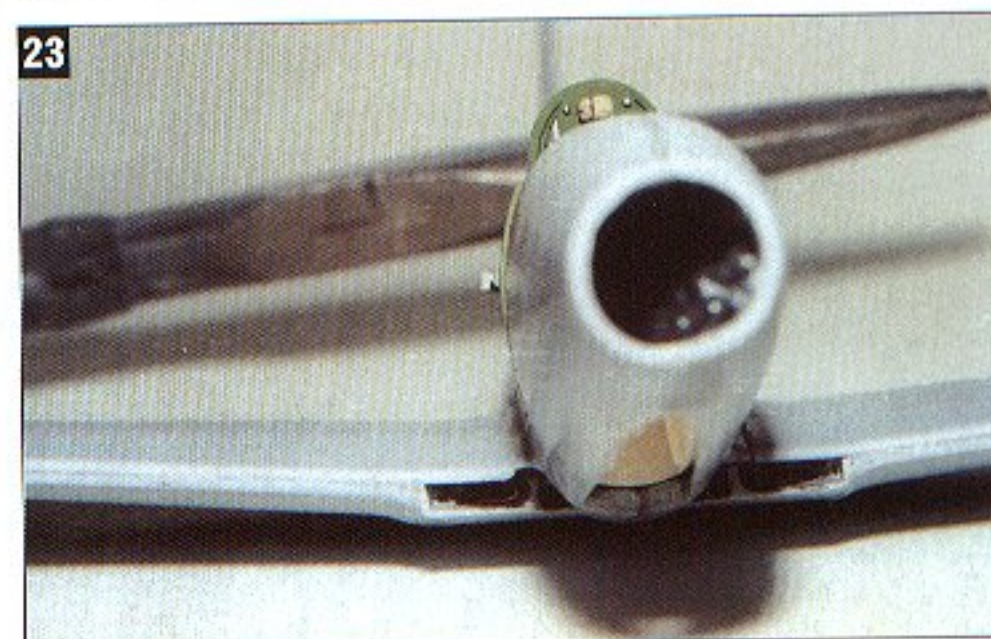
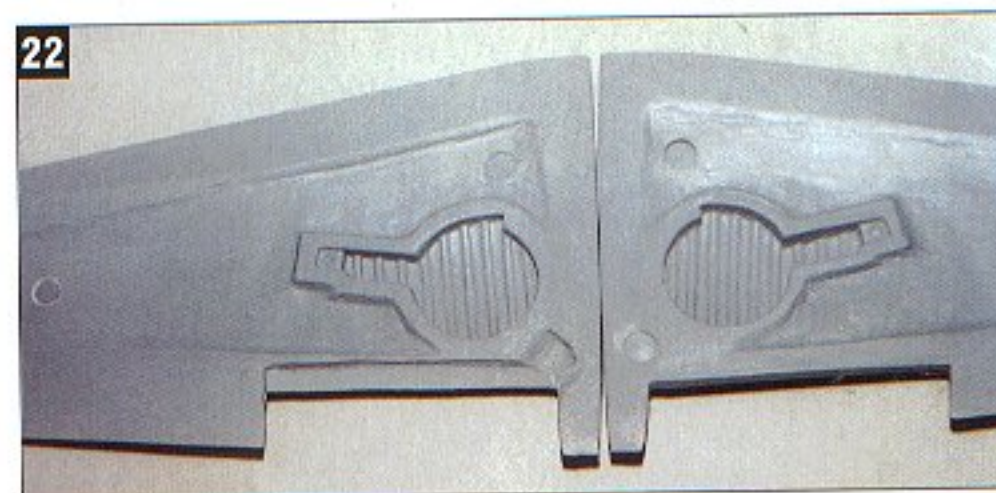
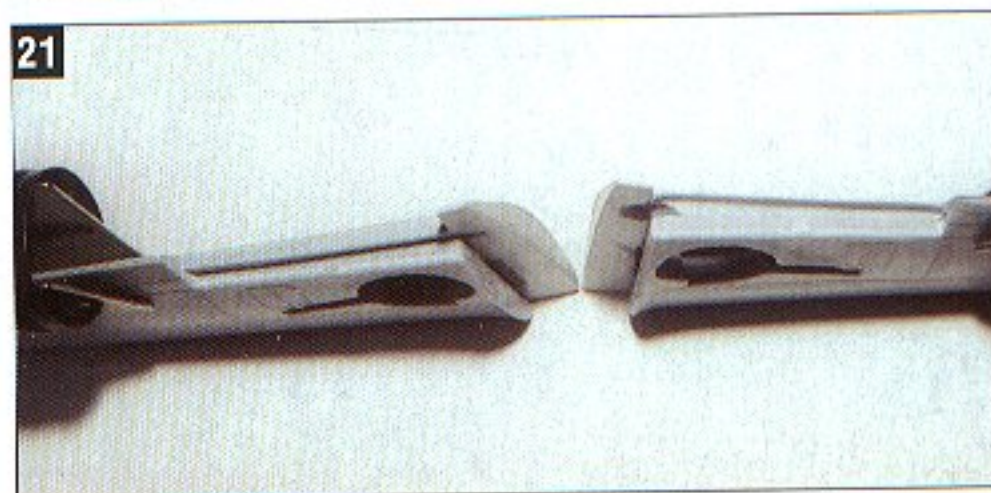
kit of the P-63A and found that the kit's resin wheels had the right hubs. Unfortunately, the fuselage halves were warped beyond repair, so I elected to stick with the Hi-Tech kit for my build. In Photo 5 I have cut and removed the ventral strake, as the P-63A did not have one. It was a simple matter of a straight razor saw cut. I've begun cutting out the side doors in photo 6, as the plan was to have both doors open on the completed model thereby making the cockpit visible. Photo 7 shows the resulting gap left when the strake had been removed and in photo 8 one can readily see just what kind of join the fuselage halves would make. I'm not going to totally condemn the kit as everything turned out all right, but at that point I began asking myself why I was doing this! The gap in the ventral fuselage has been filled in

photo 9 and in photo 10, the area has been filled and sanded smooth. However I'm getting ahead of myself. Reheat's cockpit placards come into play in photo 11. I enjoy busying up cockpits and with the good photographic references I had, it was just a matter of adding all of it from various bits and pieces. In this photo, I'm beginning to add the brass etched placards to the resin piece from the kit. The seat given in brass etched material has been bent to shape in photo 12 and taking it a step further, I've added it to the resin cockpit interior in photo 13. Straps and belts were made from Reheat products and glued in place. In photo 14 I've completed the instrument panel that was also provided in resin in the kit. I used Reheat instruments, which were

punched out and applied to the depressions. The rudder pedals also came in the kit. I've also added small decals to the instrument panel to serve as various instructional and warning placards. Notice the difference in seats in photo 15! Checking the references, I found that Mr. Borman's aircraft had a Mustang-styled seat, so the brass one came out and a seat from Tamiya's P-51D was added. I had a good shot showing the armour plating, headrest and radio gear and this photo shows it all. Very little had to be added as Hi-Tech provided most everything in the cockpit. Photo 16 shows the starboard side of the assembly. I used Testor's Model Master Green Zinc Chromate for the interior with various acrylic colours highlighting the individual equipment pieces. Photo 17







shows the cockpit assembly, instrument panel, nose gear well and a copious amount of buckshot added for balance. The P-63 sat nose high and I reasoned that a good amount of nose weight would need to be applied. Superglue and accelerator made that job an easy task. Photos 18 and 19 show the completed cockpit installed. I added the small wires coming from the radio gear. Detail painting is the key to dressing up a cockpit. I find I spend a

lot of time doing just that to every model I build. I've included photo 20 to show all the sanding dust I created, thinning out the flap area. The flaps are resin and separate in the kit and can be shown in the 'down' position but having them that way was not easily achieved as can be evidenced in photo 21. On the port side, one can see the thickness of the upper wing, while the starboard view shows what has been removed to show a thin wing trailing edge when the flap is in place. In photo 22 the port view again is shown, having been ground down with my Dremel tool. The starboard one is yet to be ground and thinned. In this area, the kit left a lot to be desired, but nothing was warped as on the MPM kit. The model is coming along in photo 23, however it seemed that each completed task opened up another can of worms. Note the lack of 'roundness' in the nose and the terrible gaps left at the wing-root radiator intakes. More of this later: suffice to say, I was still asking myself why I had begun the

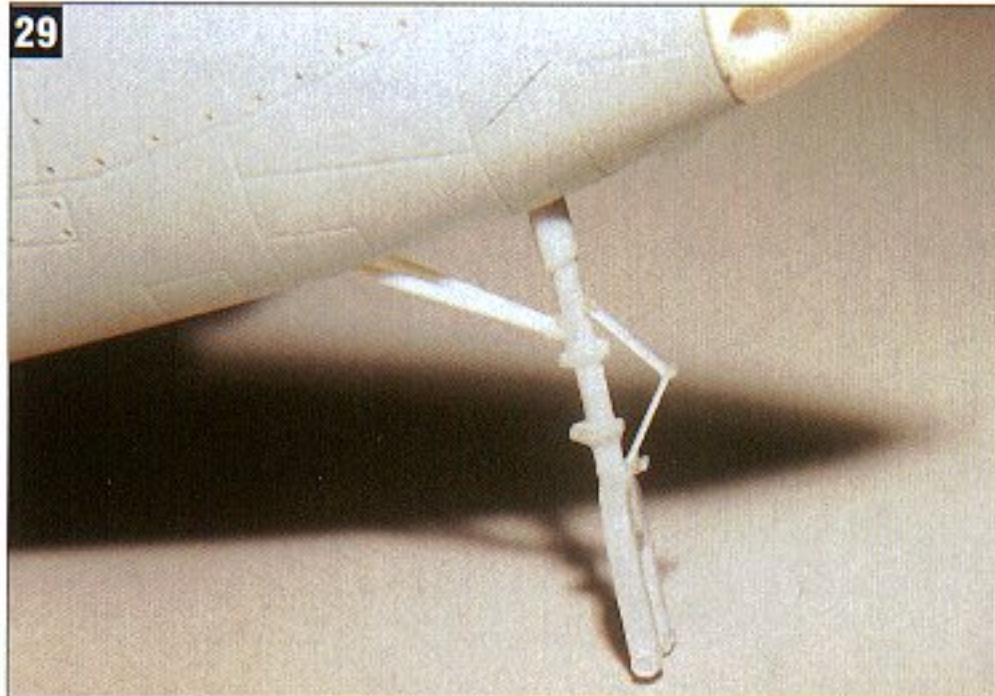
project! Quick reinforcement from the magazine photos kept me on track because I kept thinking how nice it would look when complete. Maybe, just maybe, I willed myself to do a good job despite the odds. One thing I did to improve the kit was to deepen the rivets a bit so that they would stand out a little more after the painting process. In photo 24, one can see some of those tiny holes. I've also made the cannon barrels from plastic tubing with a larger diameter tube being used for the flash hiders. I don't know if Mr. Borman's aircraft had replica cannons but photos clearly showed the barrels protruding from the nose, so on they went. Photo 25 reveals the rather basic main landing gear legs. The etched brass oleo shock absorbers are being glued in place. I used super-glue to make sure they stayed put. The radiator exhaust door has been bent to shape in photo 26. Again, this was an etched-brass part in the Hi-Tech kit. As I said earlier, the good brass etched parts made up for

the poor quality and thickness of the kit plastic, and in photo 27 it is shown in place on the bottom of the fuselage. I've made actuators from thinly stretched sprue. At this point the landing gear is in place, as are the wings and tail. I elected to drop the elevators as the kit provides a separate resin rudder, which is highly detailed and defined. (Now, if only they would have done that with the plastic parts in the kit!) To accommodate the elevators that I would show in the 'down' position, I used a circular file to make a concave area in which to attach them. That is just visible in the photo. By doing that, when the elevator is attached a very thin stabiliser trailing edge is visible in scale. Also, lightening holes were drilled in the trailing edge of the fin as that area would show when the rudder was attached and canted to port later on in the project. A good shot of the nosewheel bay is shown in the Detail & Scale book on the P-39 and P-63, and fortunately, some of the photos used in that book

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were of Mr. Borman's aircraft. It was then a simple matter, using fine plastic rod, to construct the various actuator rods used to retract the nose gear and all that is visible in photo 28. Note also that I've canted the nose gear leg to port for a slightly animated appearance. Photo 29 shows the spinner being test fitted along with the oleo scissors having been added from thin plastic stock. In photo 30, I've sprayed the interior of the radiator vent door with Testor's Yellow Zinc Chromate. Earlier I had installed the very nice resin exhausts from the inside before the fuselage halves were glued together. They are just visible below the door on the fuselage sides. The doors, ah, the doors! In photo 31 I've begun construction on the side cockpit doors. For some strange reason, Hi-Tech offers the lower half of the doors in very detailed resin with map case and various other accessories moulded on the door insides. The top was vacu-form plastic - solid vacu-form plastic! Therefore, I had to cut out each window and then figure out just how I was going to glue those parts together. In photo 32, after much filling and sanding, I've managed to mate the two together and am about to add the parts for the door hinges from

scrap plastic. Keep in mind, this was turning into quite an involved project, as so much had to be filled, thinned, engineered and then added. Finally, in photo 33, the doors are mated and ready for additional detail later on. The 250lb bomb is pictured in photo 34. Some time ago, I was able to obtain a good supply of Aeromaster's bomb kits and for this project, doing so came in handy, as it was just a matter of going to my stash and constructing one. Care must be taken when bending the bomb fins, as they become a one-piece assembly when completed. Also note the small arming propeller on the nose of the bomb. With etched fins, the bomb turns into a very accurate example of a 250lb bomb. That was set aside to be painted later on. I ran into another strange situation in that the wing landing light cut-out was moulded only on the bottom half of the wing while the top wing had no cut-out whatsoever. In photo 35, I've cut out the top portion and have added filler to take away the resulting seam. Also note I've been able to clean up the wing root radiator intakes with putty and careful filing. I can tell you I had to do that process more than once due to chipping and wanting to get everything just right. The white-metal

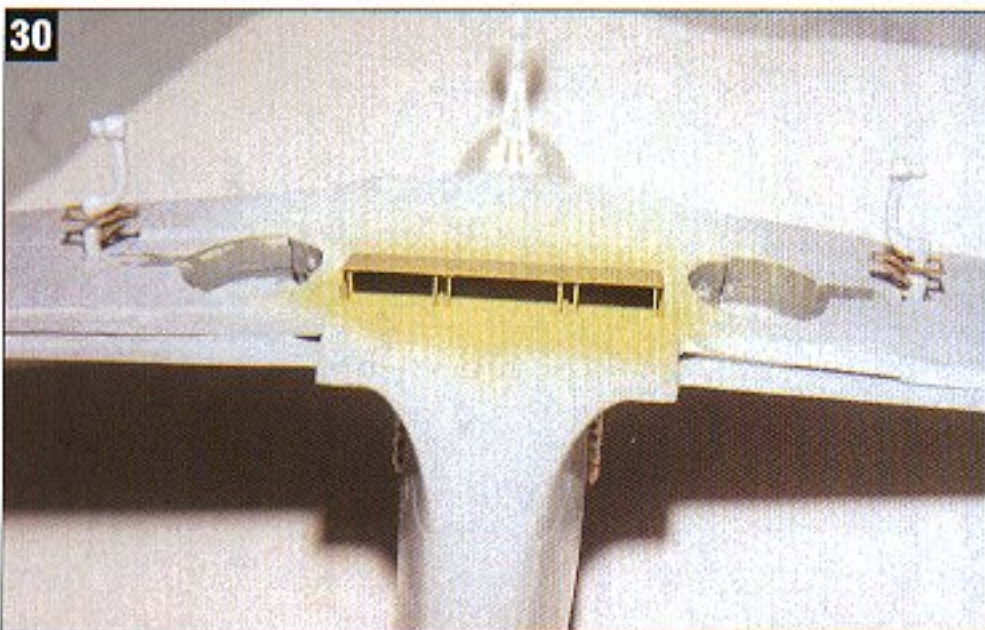
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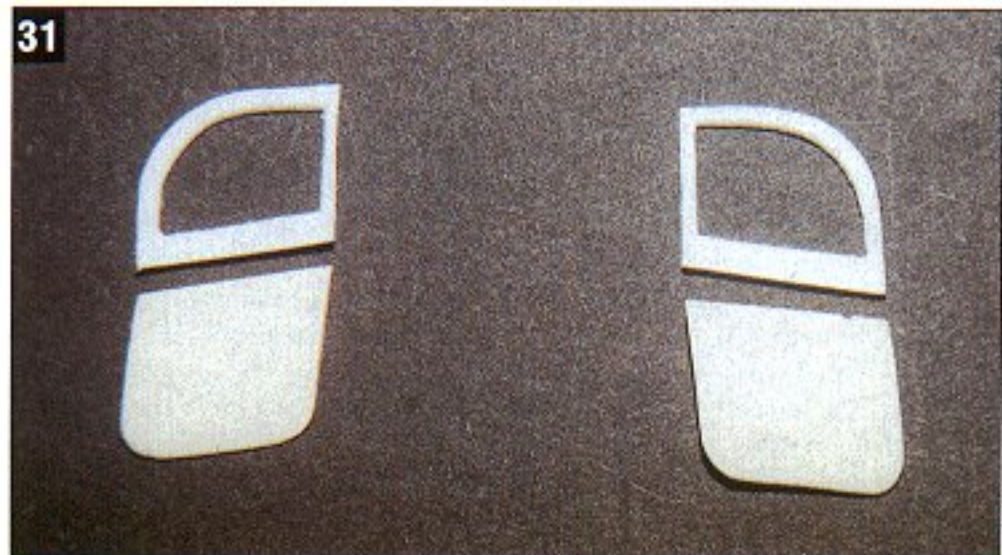
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prop blades are shown in photo 36. They were pitted and rough, so I spent considerable time with a file and sandpaper getting them acceptable. The final shiny finish was obtained using 8000-grade sandpaper, which I purchased from MicroMark Tool Company via their catalogue. Their catalogue offers much for the modeller and a friend of mine put me on to the sandpaper recently. Thanks, Boyd! The yellow for the prop tips has been sprayed on in photo 37 and in photo 38, I've masked the tips prior to spraying the remainder of the blades black. In photo 39, I made a new 'Huck's' starter extension and superglued it to the spinner as per the prototype, and photo 40 shows the completed propeller with decal instructional information and company logos applied. I coated the spinner with Olive Drab and then glued in the completed blades. Unfortunately, the prop blades proved

to be way too long, so I removed them, cut them down and reinstalled them. One wouldn't think the kit parts would be that much in error, however, they were. Just a word to the wise, should you be contemplating building the kit. Moving on, photo 41 shows the project looking like the makings of a P-63A. I've primed the model, fixed all the errors (theirs and mine) and just about have it ready for paint. I've also managed to make the engine intake scoop behind the cockpit look a lot better. Again, it was filling, filing and sanding - very carefully. The unusual-looking plastic piece in photo 42 would become bracing in the main wheel well. I made several of those pieces from plastic stock and glued them in the landing gear leg portion of the wheel well. The photo shows it being held in my small vice while I use an oval mini-file to make the proper indentation. Trimming off the bottom of the piece to the proper length and cementing it in place was a relatively easy task - just one step more in the process. In photo 43, I've added some small wiring detail to the tyre portion of the well. That was done earlier in the project before installation of the radiator vent door. Also, one can see the solid portion of the landing light in the lower right corner of the photo that was subsequently opened up. The lightening holes in the fin trailing edge show up well as do the bevelled trailing edges of the stabilisers in photo 44. The bottom two holes have been partially drilled through but that wouldn't matter, as they would be painted black. I've applied the first

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A7109	Spartan Mk 1 Gun Bay
A7110	Spartan Mk 1 Gun Bay
A7111	Spartan Mk 1 Gun Bay
A7112	Spartan Mk 1 Gun Bay
A7113	Spartan Mk 1 Gun Bay

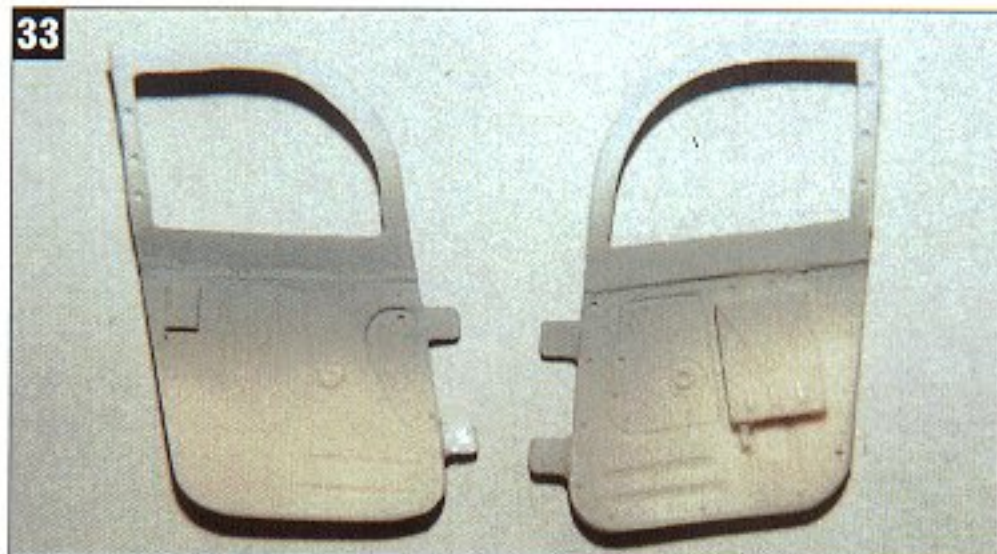
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A0297	P-51 Mustang Gun Bay
A0298	P-51 Mustang Gun Bay
A0299	P-51 Mustang Gun Bay
A0300	P-51 Mustang Gun Bay
A0301	P-51 Mustang Gun Bay
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A0310	P-51 Mustang Gun Bay

A1114	Do-335 Trainer cockpit set
A1115	Do-335 Trainer wheelbay
A1116	Do-335 Trainer engine
A1117	Do-335 Trainer Detail set
A1118	Do-335 Trainer Gun Bay
A1119	Do-335 Trainer Gun Bay
A1120	Do-335 Trainer Gun Bay
A1121	Do-335 Trainer Gun Bay
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A1123	Do-335 Trainer Gun Bay
A1124	Do-335 Trainer Gun Bay
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A1126	Do-335 Trainer Gun Bay
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A1129	Do-335 Trainer Gun Bay
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A1134	Do-335 Trainer Gun Bay
A1135	Do-335 Trainer Gun Bay

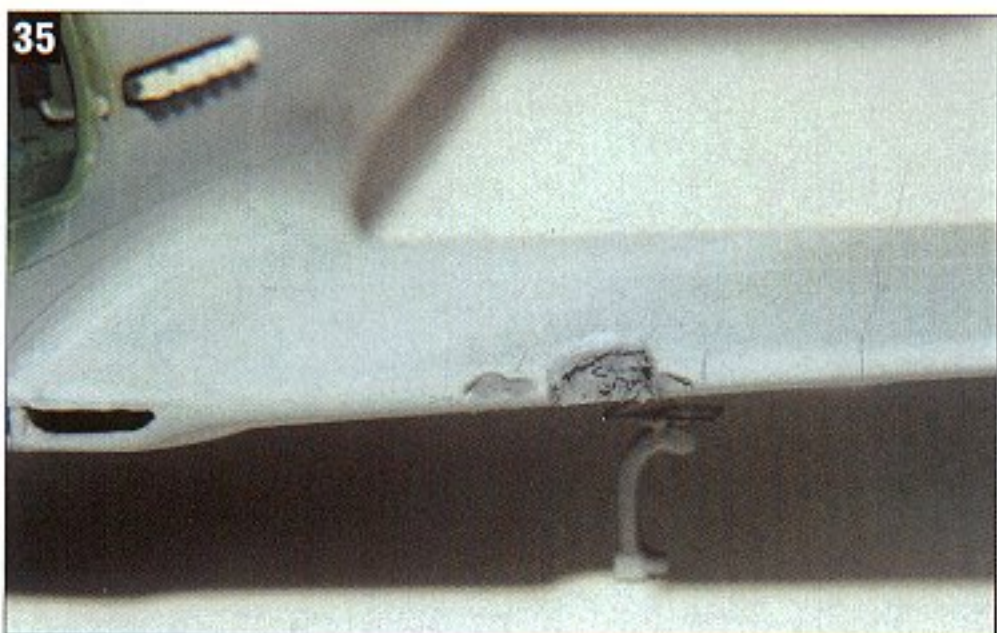
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A4141	AN-24B Longbow Gun Bay
A4142	AN-24B Longbow Gun Bay
A4143	AN-24B Longbow Gun Bay
A4144	AN-24B Longbow Gun Bay
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A4160	AN-24B Longbow Gun Bay

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4678	1/48th Ju-88G (2nd)	4679	1/48th Ju-88G (2nd)	4680	1/48th Ju-88G (2nd)	4681	1/48th Ju-88G (2nd)	4682	1/48th Ju-88G (2nd)	4683	1/48th Ju-88G (2nd)
4683	1/48th Ju-88G (2nd)	4684	1/48th Ju-88G (2nd)	4685	1/48th Ju-88G (2nd)	4686	1/48th Ju-88G (2nd)	4687	1/48th Ju-88G (2nd)	4688	1/48th Ju-88G (2nd)
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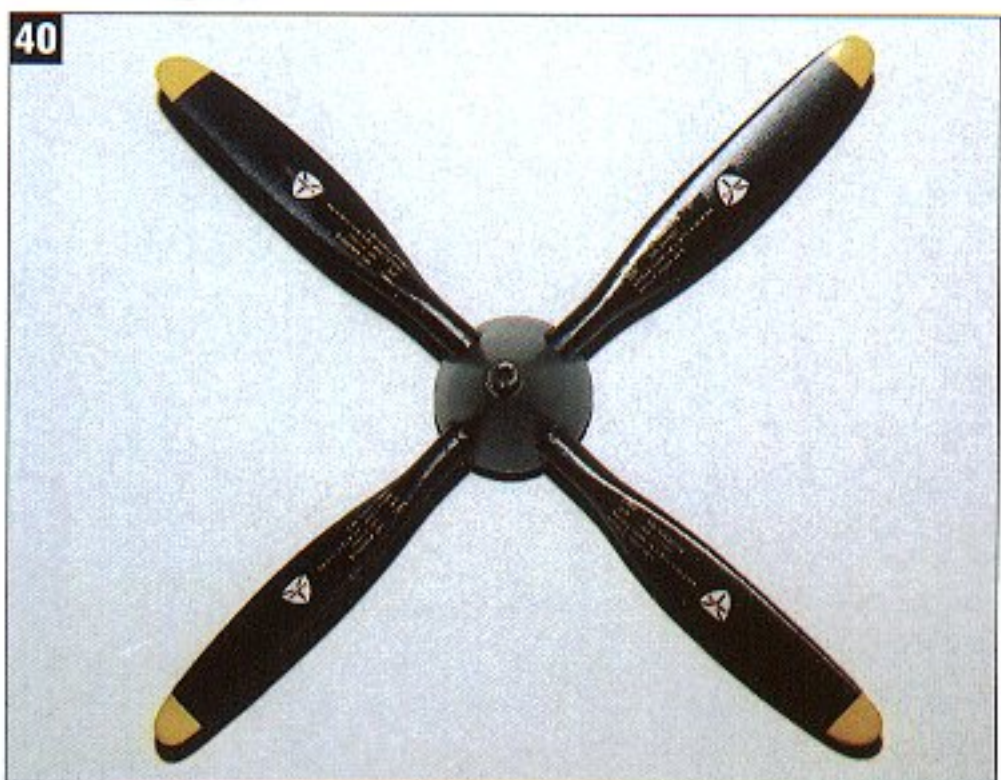
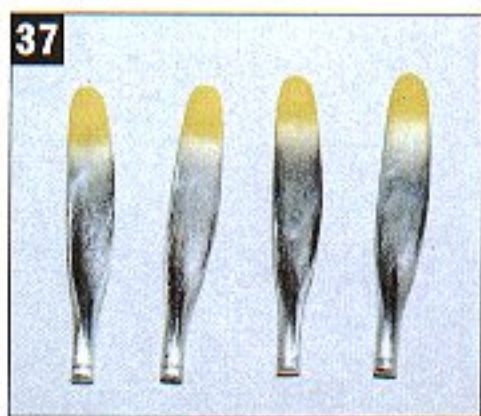
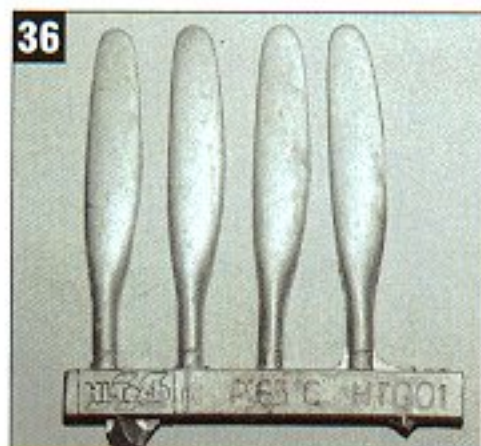
rod. I sprayed the tanks with Testor's Buffing Aluminum which was followed by a flat coat after the warning decals had been applied. I also painted the filler caps red and as the detail was raised, when dry, I was able to gently scrape over the red on the outer edge with an X-Acto blade to make the silver show through. I also highlighted the small 'dots' on the cap in the same manner. The model has been sprayed Neutral Gray in photo 50 and I am in the process of spraying the landing gear wells with Testor's Yellow Zinc Chromate. I opted to do each wheel well individually thereby eliminating the need to trim the masking tape so all three wells could be sprayed at the same time. Following with photo 51, one can see the Yellow Zinc Chromate areas completed. The lightening holes on the trailing edge of the fin have been spot painted black, as they would show a bit when the rudder was to be installed. I painted the landing gear legs with Humbrol Bronze Green as per the real aircraft. At this point the entire finish had been glossed in preparation for decal application. To show the sequence of the construction the wing landing light lens in photo 52 begins the steps of my method. Taking some vac-form plastic sheet, I cut a strip a bit wider than the light opening on the wing. Holding the wing in my vice, I simply heated the sheeting and formed it over the wing leading edge. One can see the result as well as a spare strip I cut just in case it didn't work the first time. However I got lucky and the first one was a keeper! Photo 53 shows the lens after having



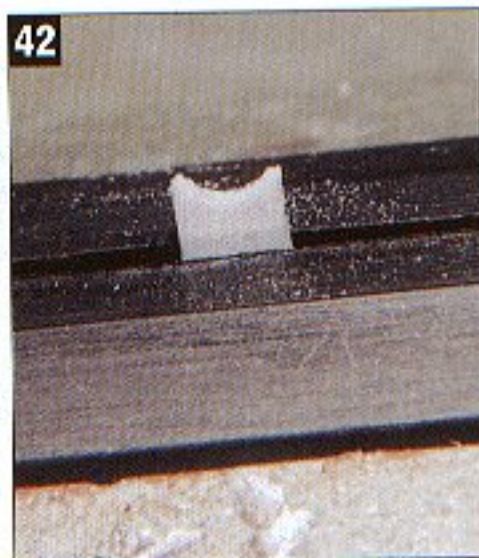
being painted black. I'm sure many of you can identify with photo 47. Visible there are the various parts I've accumulated through the years. The parts are quite small and fit into a clear plastic box approximately 2 x 4 inches. What I was searching for is visible in photo 48: the pitot tube for the model. In some ways I think I must have a photographic mind because I knew I had them in there somewhere so I dumped the contents of the small box on the bench and started searching. Matter of fact, I had more than one so the before (top) and after (bottom) are visible in the same photo. I just modified the pitot tube to match the one in the photos of the real aircraft, adding a tiny triangular fin, which is barely visible in white along the tube in the bottom photo. Photo 49 shows the Tamiya P-51D wing tanks that would ultimately be installed on the wing pylons. Breather pipes and fuel lines were added from small plastic

coat of Neutral Gray in photo 45, however some blemishes were found and had to be filled. I used Mr. Surfacer 500 to accomplish that task and the light gray of that 'paint' is contrasted against the Neutral Gray. The flaps on Mr. Borman's plane had

lightening holes drilled on their outer edges and in photo 46, I've drilled them with a pin vice which was then followed by a gentle hand-twisting with a Dremel bit to provide a bevelled edge. Those edges would be painted Yellow Zinc Chromate with the holes



been carefully cut to size. I wanted to photograph the lens but laying it flat on my background paper made it disappear, so I decided to wedge it between my tweezers and that did the trick. A trial fitting is seen in photo-54. I was quite pleased with the fit and it was set aside to be installed at the end of the project. In photo 55, I began the decalling process by adding small Reheat cockpit placards to the nose gear well. Those little gems certainly dress up that often overlooked area on models. One can also see the radiator intake areas at the wing root. Comparing this photo with photo 23 will show how much work was needed to obtain an acceptable result. The starboard wheel well has been given the same cockpit placard treatment as the nose gear well and that is seen in photo 56. The small wire I added earlier has been brush painted and is also visible in the photo. The thinness of the wing top trailing edge is evidenced also in the photo. But all that thinning was behind me at that point. An earlier shot of the Olive Drab overcoat is given in photo 57. It was taken right after I applied the Olive Drab without a gloss coat. The reader can also notice the nose-high sit of the model. To make the wing walks, I came up with the idea of using ScaleMaster Neutral Gray striping. In photo 58 I've cut them to shape and have airbrushed them with a mixture of lacquer thinner in the colour cup to which I added a couple of drops of Floquil SP Lettering Gray along with a couple of drops of Floquil Roof Brown, and in photo 59 they're shown applied to the wing. Also note the small hole on the fuselage. I'm not sure what it is there for but it is on the real aircraft. From the photos I have, it appears to be some sort of an inspection view hole with a clear lens over it. I decided to fill it with Krystal Klear when the model was near completion. The black wing stripes are also from the ScaleMaster black striping sheet. Again, I do not know the significance of them but they're on the real aircraft. I've applied the national insignia as well as the tail numbers, 269021. Those came from the MPM kit and would later be

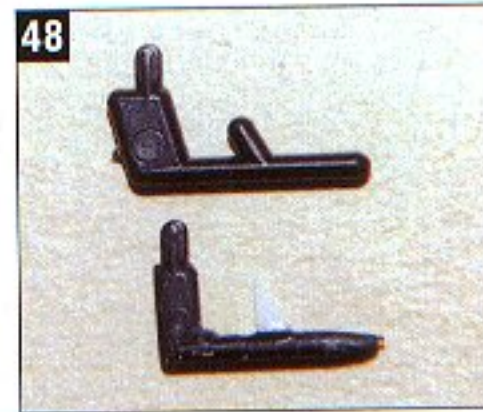
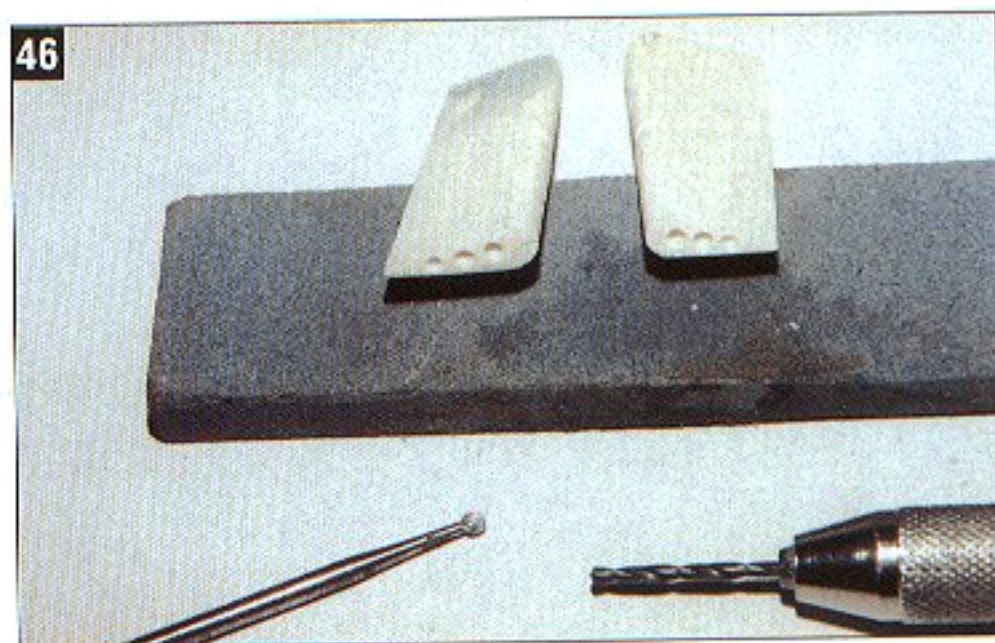


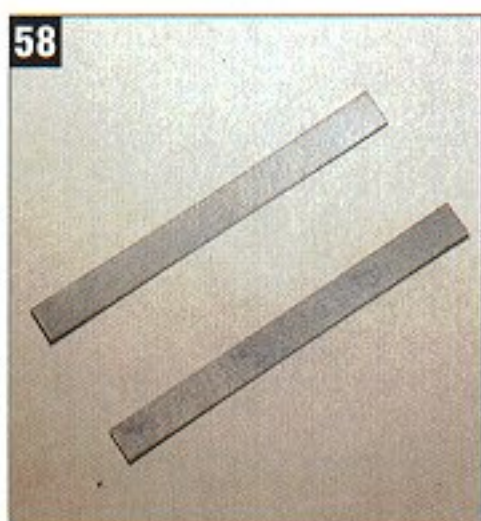
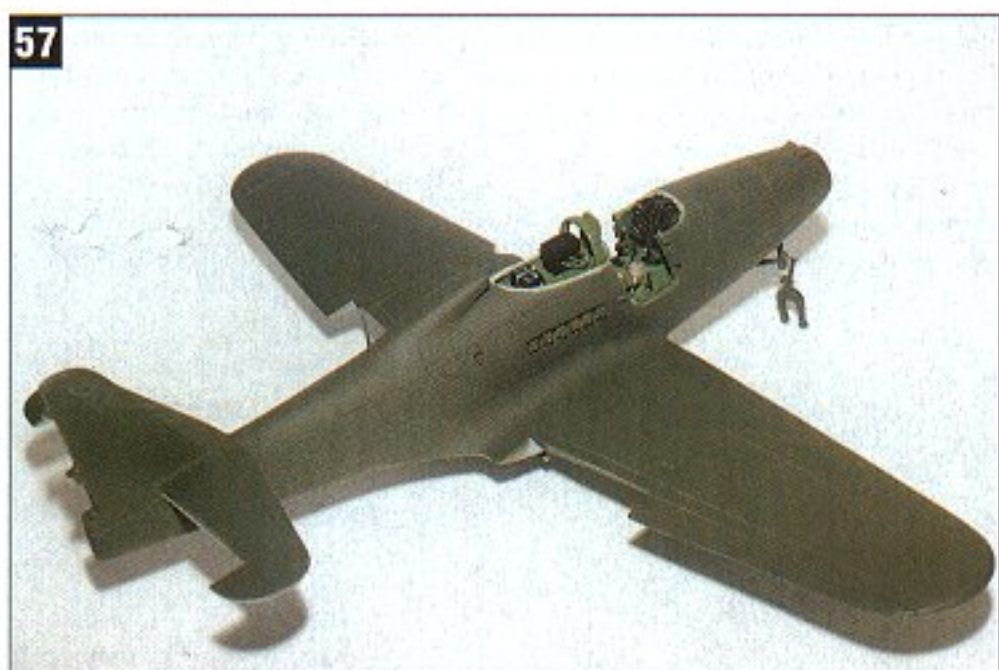
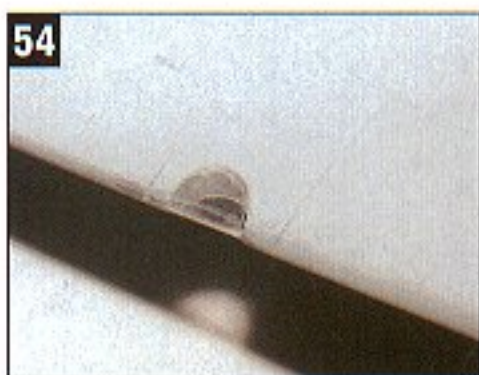
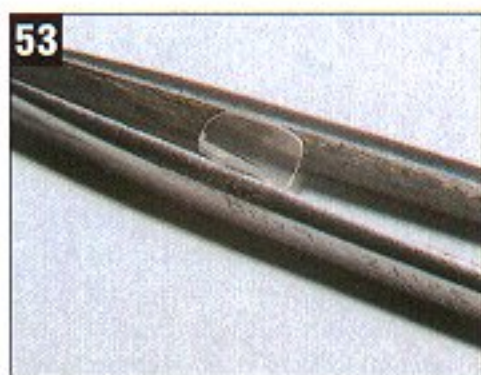
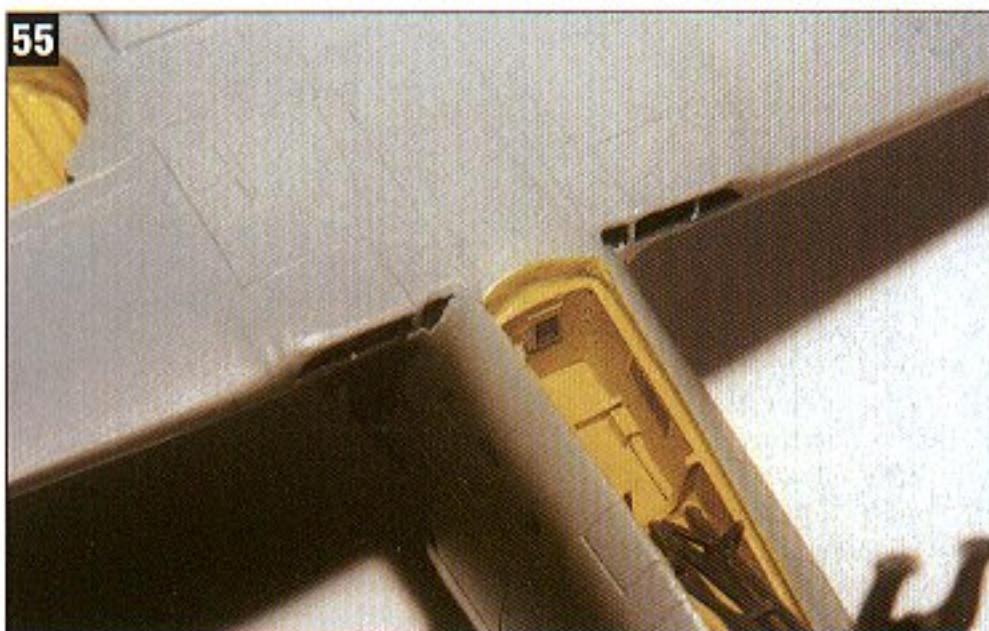
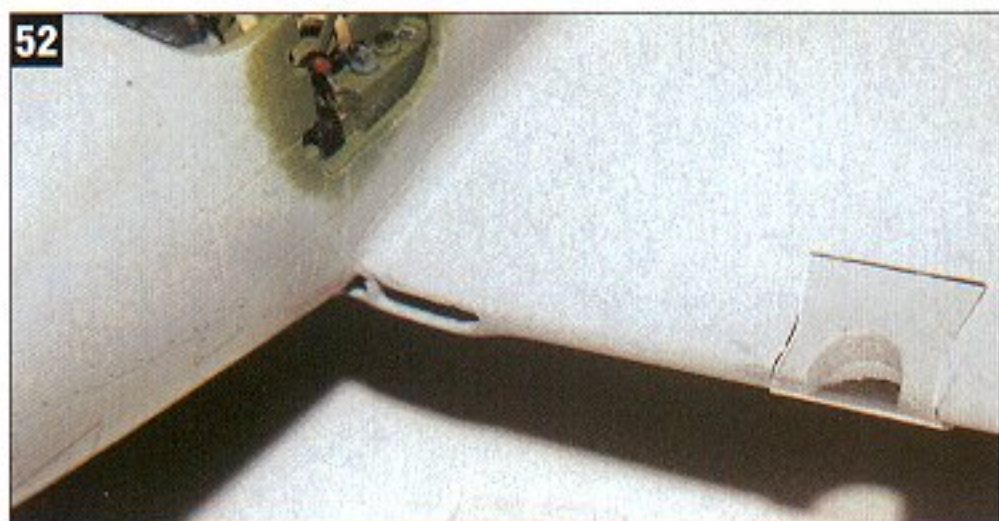
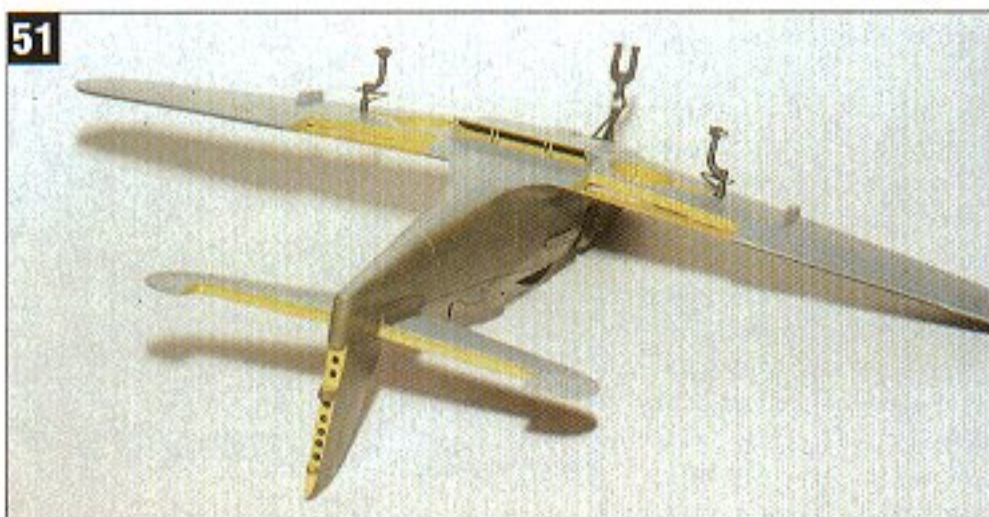
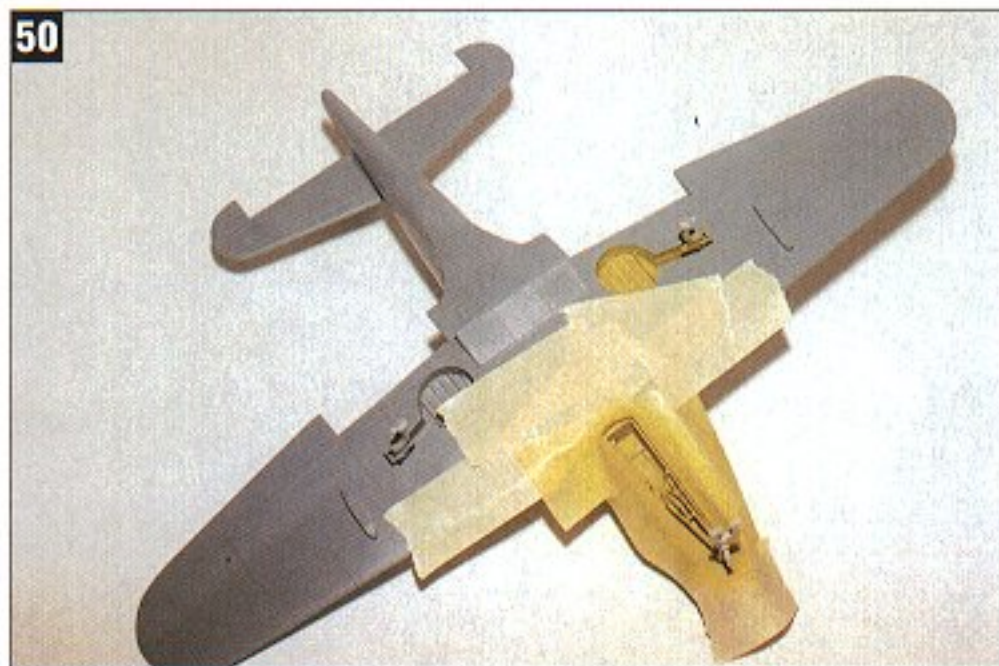
changed due to their being transparent. The radio mast has also been added at this point. A 3/4 rear port view is given in photo 60. I've painted the flap, elevator and rudder attachment points with Testor's Yellow Zinc Chromate. The small white rectangle attached to the aileron trailing edge is the trim tab, which I made from thin sheet plastic. It would later be painted red. Photo 61 is the 3/4 rear starboard view. The tail-down sit of the aircraft is noticeable. At this point in the project, it was looking like all the earlier effort of thinning, filling and sanding was worth the effort! Small yellow stencilling and a small white rectangular decal placard have been applied to the lower fuselage in photo 62. How the small white plastic trim tab stayed on during handling is beyond me, but it did survive! Minus the stencilling, there were few decals to apply. Only the four national insignias and individual tail numbers made up the markings. I've applied the bomb to its pylon in photo 63 along with the main wheels and gear doors. The small white actuators for the nose gear door can also be seen. I would paint them later. In photo 64 I've added the Mustang-style wing tanks and have painted the nose gear door actuators. Little by little it was coming along. Keep in mind that this project was being done over a period of eight months so progress was quite slow. To complicate matters, I was also working on another project at that time. Photo 65 gives a view of the aircraft, now resting on its wheels.

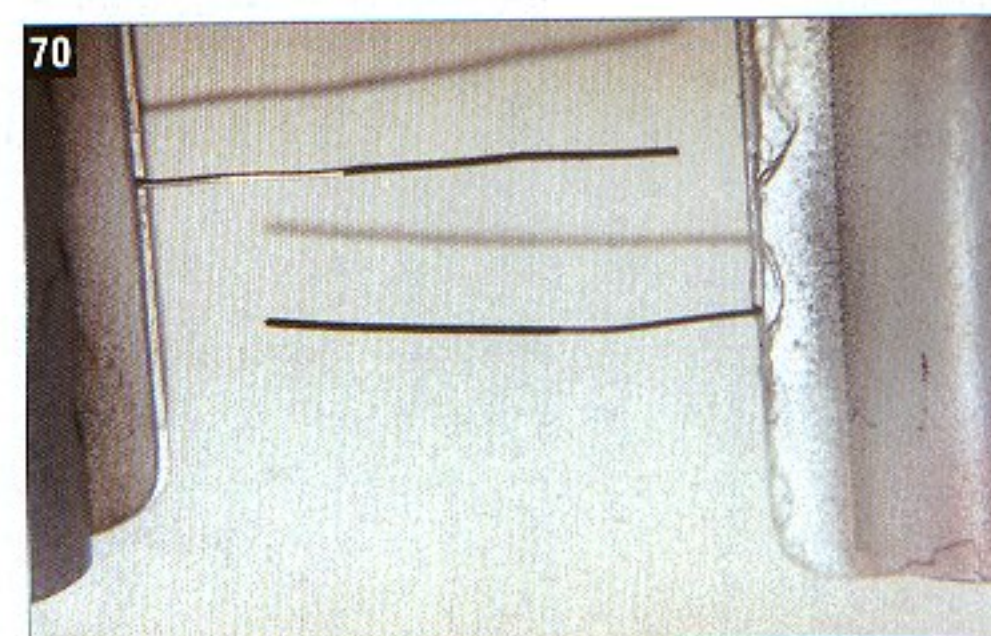
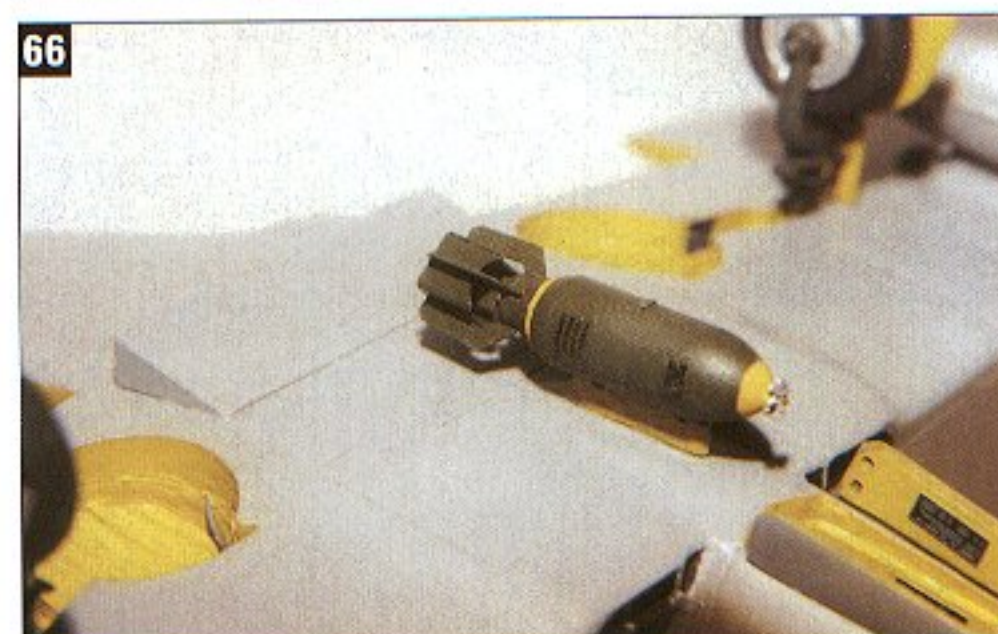
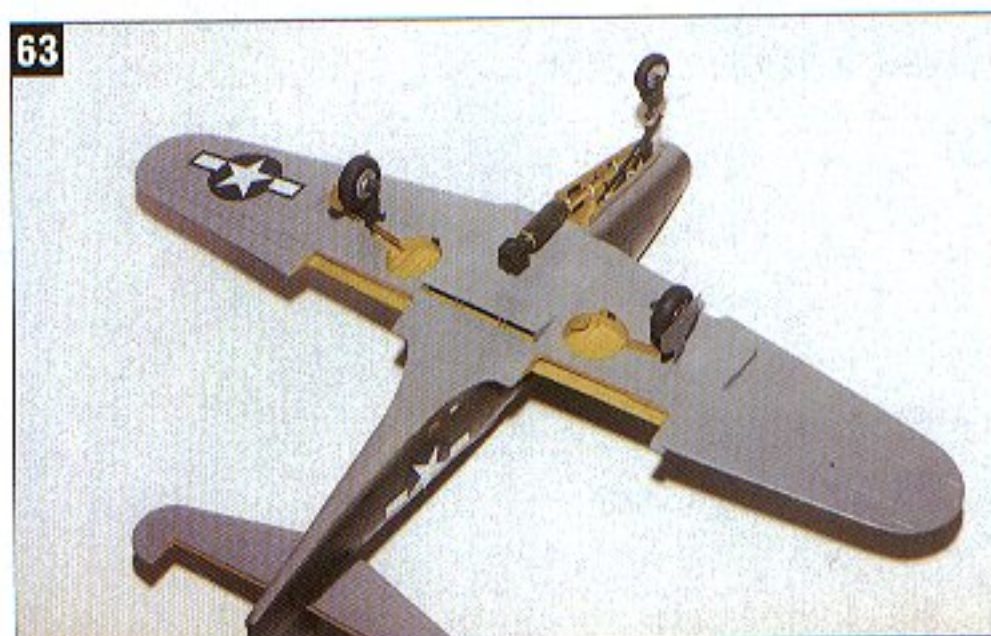


The bomb and tanks look good on their mounts, and thankfully, I had applied enough weight to the nose area to insure the model would not be a tail sitter. Having the spinner off would have allowed me to add additional weight if it was needed. The close-up shot of the bomb is offered in photo 66. I added small stencilling in black and used AeroMaster Japanese ID Yellow for the nose and aft ring on the bomb. It was just a matter of masking and

airbrushing. Note also the Reheat data placard on the nose wheel door. As the bomb had sway braces, I made the mounting footpads from small diameter plastic rod. In photo 67 I've sliced them with a single-edged razor blade and have painted them silver. I find that painting parts that small is quite easy if one attaches them to a wide sheet of masking tape. When dry, one just removes them and they're ready to be glued into place. Photo 68 shows the sway braces and



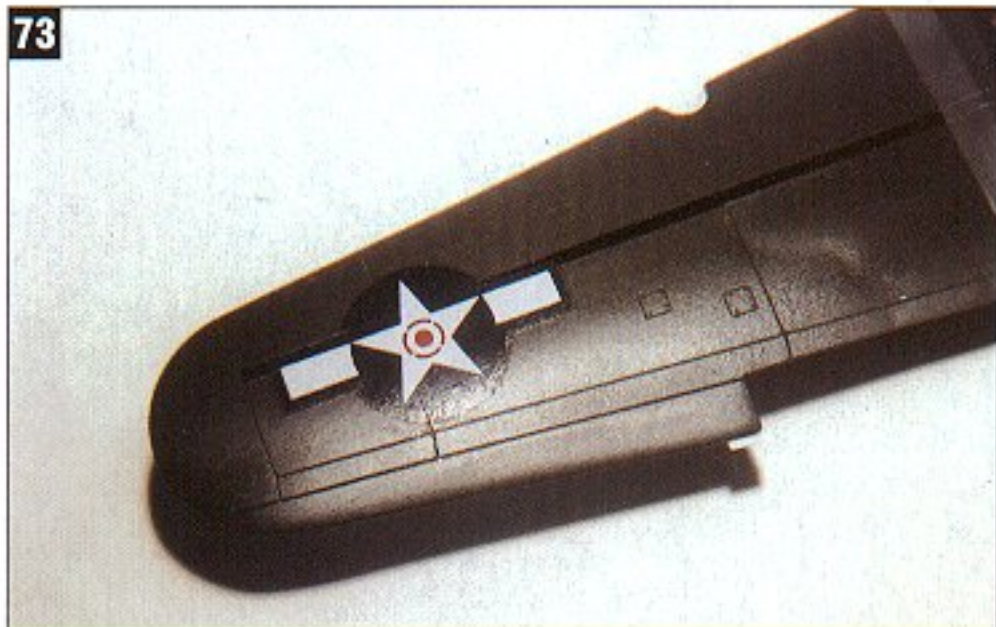




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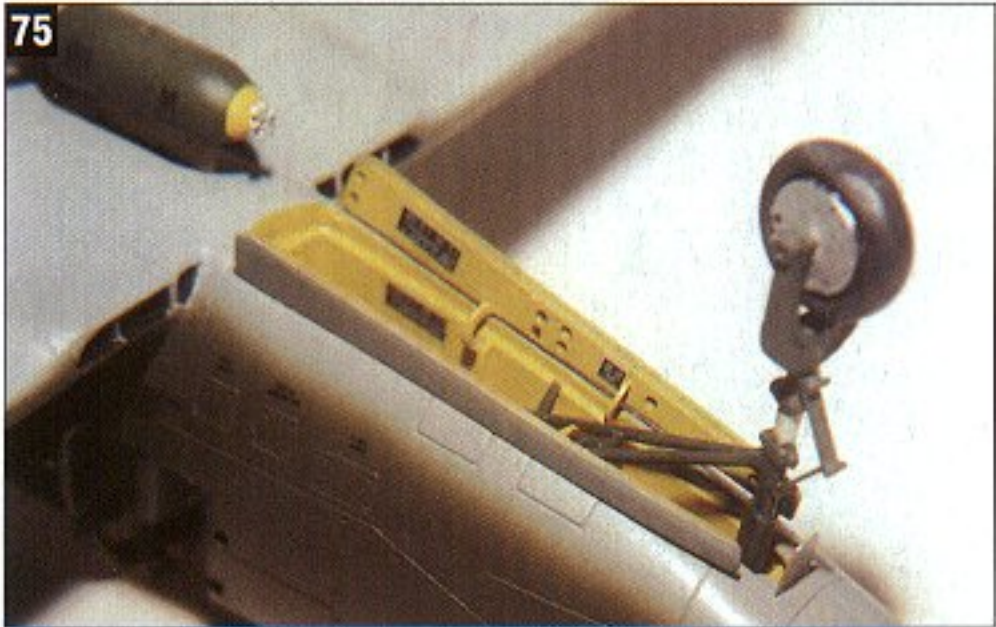
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foot pads in place. I made the unique sway braces for the wing tanks from sheet plastic as per the prototype. The starboard ones are visible at the left edge of the photo. A small whip antenna has also been added behind the radio mast. I made that from two different widths of plastic sprue. The photo also gives one a good view of the radiator intakes at the wing root. The rudder and elevators have been added in photo 69. The original tail numbers are still there at that point. To make the main gear brake lines, I purchased two rolls of different thickness small diameter solder from the local Radio Shack store. There is enough on each roll to last a lifetime and as it's so easy to bend, a number of uses can be found for the product. I'm sure a hobbyist could find it also

at a DIY store. In photo 70 I've cut two lengths, which are held in two small clamps. One half was painted black and the other left in its natural metal colour. The black portion wound down between the main gear leg, through the oleo shock strut and the silver portion travelled the rest of the way to the inside of the wheel hub. Simply cutting them to the appropriate length was an easy task. Small black stencilling is visible in Photo 71. I've applied them directly below the fuselage inspection panels directly below the cockpit. The white area on the nose gear leg is the travel area for the shock strut. As I was going to overcoat the model with flat finish at the conclusion of the project, I decided to leave that area unpainted till the flat coat had been applied.

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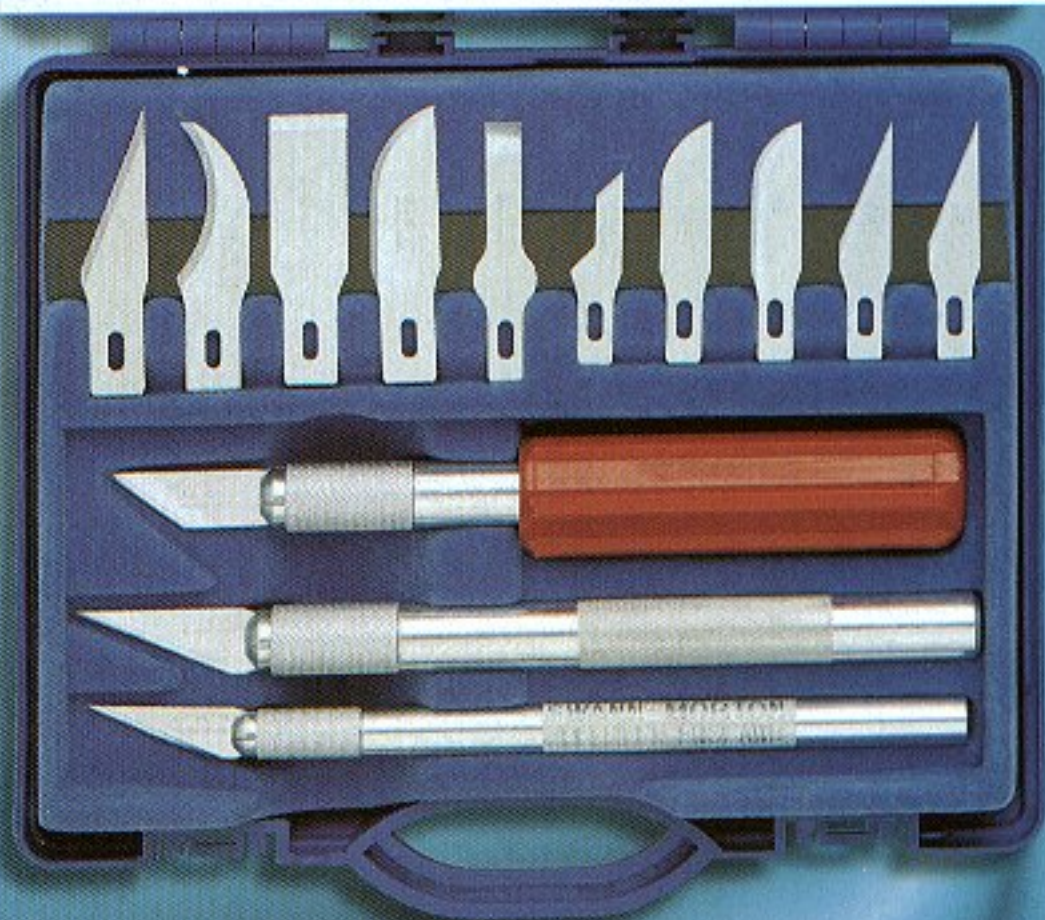


Testor's Chrome Silver would be used to paint that area. The tail number has been changed in photo 72. Using Scotch-brand cloudy tape, I was able to remove the original numbers. I then sanded the residue and gave the area a quick shot of Olive Drab and gloss coat with my airbrush. These new numbers were more in tune with the actual colours of the numbers on Mr. Borman's plane. One should also note that the flaps have been installed at that point. Using spare decals from my supplies, I added the fuel filler cap in the middle of the star on the port wing. Photo 73 gives a good view of that. With the project nearing completion, photo 74 provides an overall view from the port side. All the earlier thinning has paid off. I say that in case anyone is contemplating building the kit. To get to the point the model is at in the photo required simply a lot of work. The radiator intakes and nose wheel well and gear are shown in photo 75. I used the nose wheel from the Hi-Tech kit as it was more accurate in appearance, however, the indentation between the tyre and hub is crude by today's standards and that can be seen in the

photo. The small scoop intake directly forward of the nose gear door had to be added. To make that, I merely sliced diagonally through a piece of small diameter tubing and glued it in place. In photo 76 one can just barely see the tow ring that I added to the inside of the main gear axle. Good old plastic tubing to the rescue once again! Also note the good detail found on the main gear hub and the thinness of the brass etched landing gear door. In photo 77 I'm making the small map lights that were located on each side of the cockpit just forward of the doors. I've clamped them and they are ready for paint. To make them, I used some thin diameter florist's wire bent to shape. The lights themselves were made from plastic rod. I simply sanded them to 'bullet' shape, cut them and glued them to the florist's wire. The finished product can be seen in photo 78. Also note the moulded in wiring on the cockpit coaming. Although blurry in the photo, the exhaust pipes can be seen. The indentations were first painted with Floquil Engine Black. When dry, I painted the pipes themselves with Floquil Roof Brown, then drybrushed

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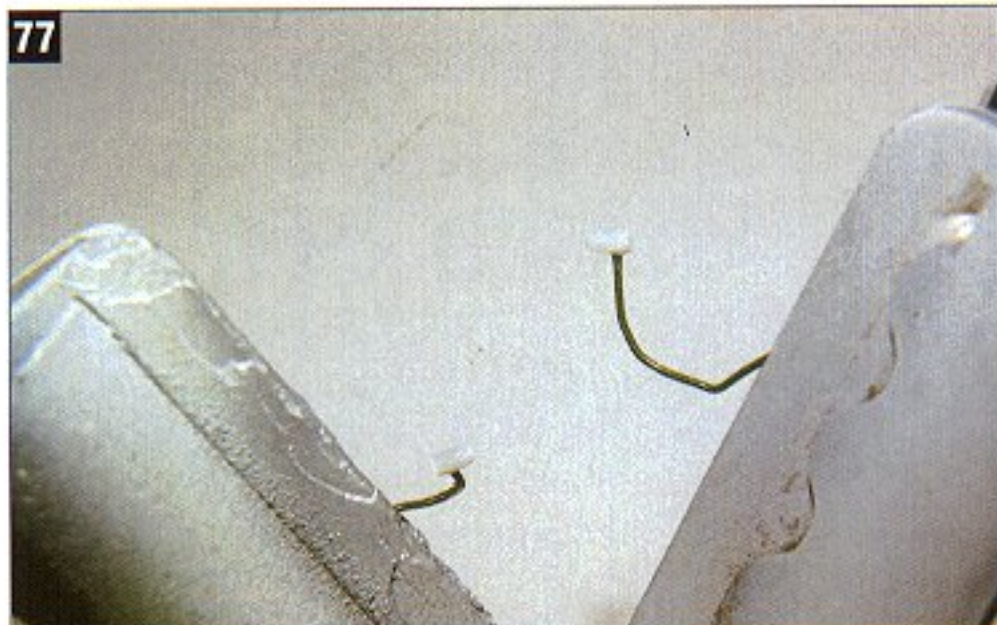
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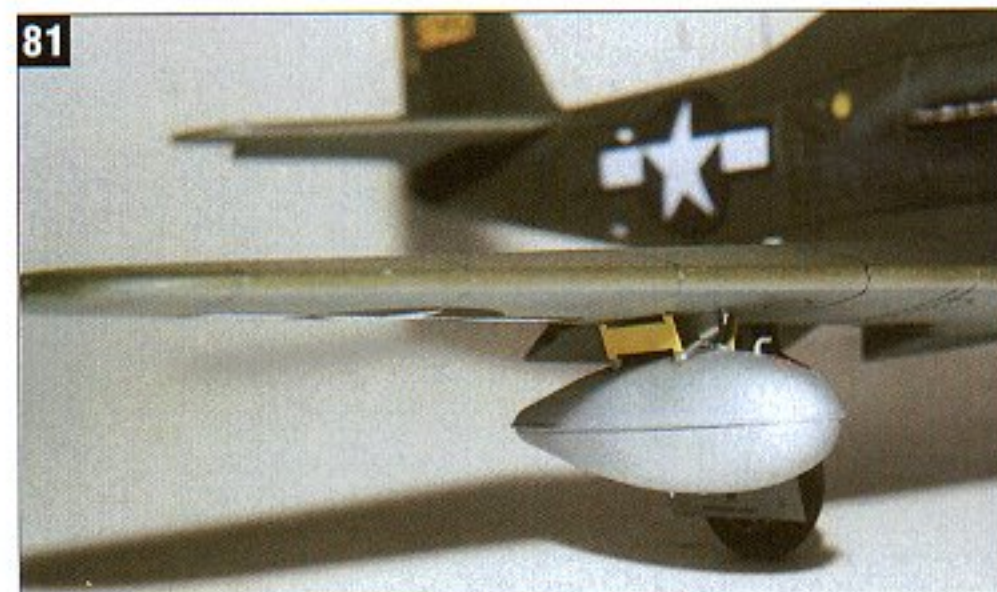
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the ends with light tan. It was a little difficult to paint them, as they had to be inserted from the inside before the fuselage halves were glued together. Careful painting did the trick though. Photo 79 shows the completed doors ready for installation. There is a little story here however. Hi-Tech provided the door decals in white. Mr. Borman's aircraft had them in yellow. After some thought, I emailed Mike Grant from Mike Grant Decals in Canada to see if new ones in the proper colour could be made. What you see on the doors is his work and I can highly recommend his work to others. He specialises in unique schemes so simply providing him with my requirements yielded accurate stencils. The visible backing film would disappear after a clear coating. I wanted to show the windows cranked partially down so using clear plastic, I made the two

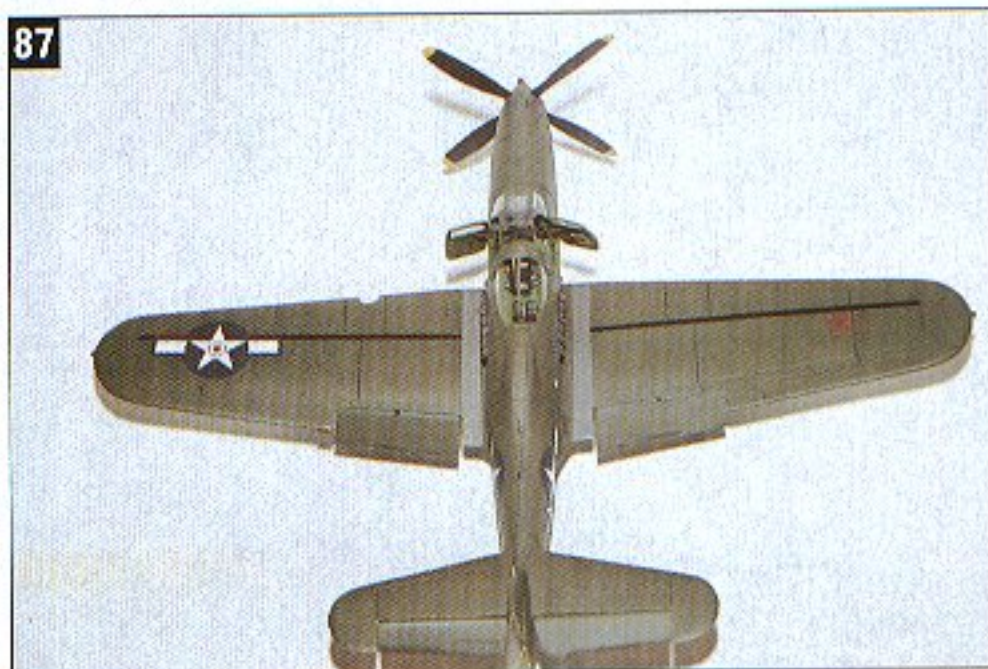
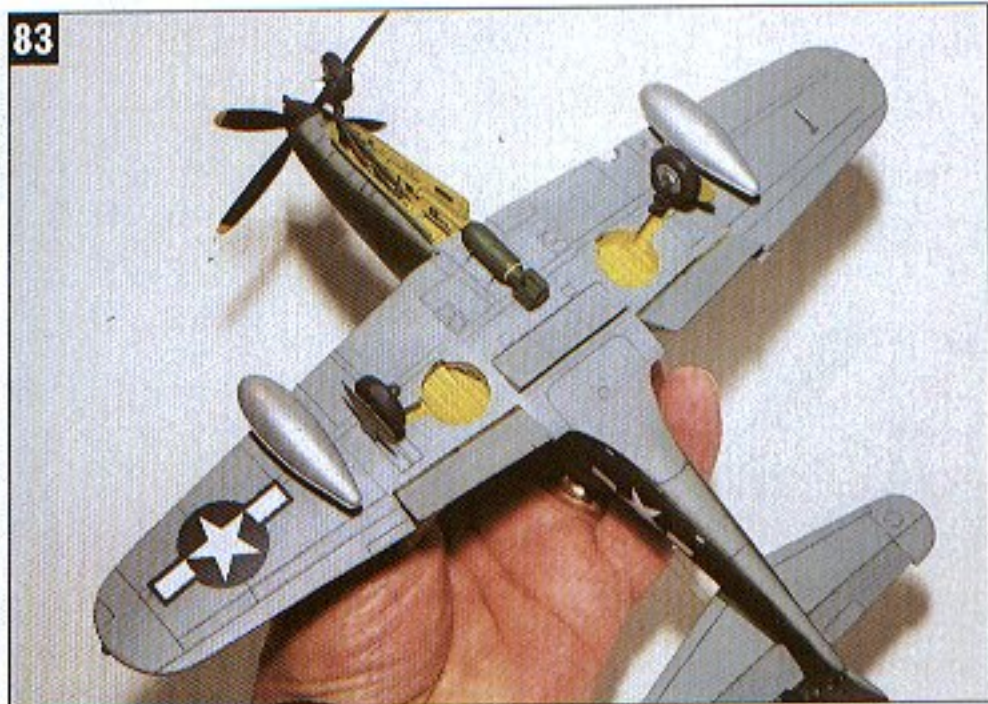
'windows' and white-glued them in. A car-door type crank on the door inside lowered and raised the windows on the P-63. The next photo, 80, shows the antenna installed. A friend of mine told me about Dai-Riki fishing line. I can say that even with a coat of paint, the line looks in scale and works well for antennas on models. I white-glued two lengths in place which were slightly longer than needed. When the glue had dried, I used a heat source to gently tighten them. I also made small insulators from white glue and painted them white. Another method of antenna installation is to drill very small holes to serve as attachment points. Place a bit of super glue accelerator in the holes, dip the antenna end in super glue and simply place it in the hole. That method will provide a far stronger joint than would white glue and also provide an instant bond.



Obviously, by this time, the canopy was in place as the main antenna attached to the centre frame. Getting a correct canopy to fit was a problem, however. Hi-Tech provides a complete vac-formed canopy, as does the MPM kit. I cut out the sides of the Hi-Tech canopy where the door frames and windows would normally be when the doors were closed. When I test fitted the remaining canopy, I found the rear portion that rests over the turtle deck to be approximately 1/16th of an inch short. Thinking about it for awhile, I decided to remove the rear section and replace it with the rear section from the MPM kit canopy. A

couple of slices later, I had a rear canopy that did fit. I painted the centre rear canopy frame in Interior Green Zinc Chromate and when that was dry, I over coated the frame with Olive Drab. The front portion of the canopy was painted the same way. White glue provided the bond, and the canopy was in place. Before final attachment, I brushed a coat of Future floor wax on the inside of the clear areas. After it was glued in place, I repeated the process on the outside of the clear areas. Doing so gave me a crystal clear canopy. The starboard wing tank is visible in photo 81. One of the sway braces I made is visible,







as are the fuel flow and breather pipes. Small things, but they add detail to the model. The completed model is shown in photo 82. I applied exhaust streaking using black pastel chalk. Note that on the real aircraft, the exhaust staining begins at the fourth pipe and travels down a bit on the fuselage. When I had the black pastel in place, I sealed it with a coat of Testor's Dullcoat. Adding clean lacquer thinner to my airbrush colour cup, I then put in about 4 or 5 drops of Floquil SP Lettering Gray and stirred. The paint barely tinted the lacquer thinner but that's what I wanted. Placing the airbrush on a fine setting, I then repeatedly outlined the black pastel until I achieved the effect I was after. Photos of the real aircraft show the same colours and pattern. Also in the photo, the Yellow Zinc Chromate appears more yellow than it really is. A view of the underside is shown in Photo 83. Using an artist's hard lead drawing pencil, I carefully went over

all the panel lines, top and bottom. As all panel lines were indented, it was a relatively easy task. Just visible on the wing tips are the navigation lights. Those came from a company called Premier Plus model accessories. The set contains separate blue, green, red and clear lights in different shapes and sizes. I particularly liked the blue/green-coloured lights. One does not usually see a green navigation light, but rather they appear to be blue/green, and these worked out nicely. The exhaust streaking shows up nicely in photo 84. Just visible is the slightly different colour of Olive Drab that I airbrushed on the travel portion of the flap where it meets the wing. I also painted the flap hinge recesses with flat black to show depth. The MPM kit had yellow propeller stencilling whereas the Hi-Tech kit had the stencilling in white. Mr. Borman's plane had yellow so the advantage of having two kits paid off for me. The manufacturer logos



came from the Hi-Tech decal sheet. (Photo 85) In photo 86 the small red trim tab is visible, as is a portion of the underwing home made pitot tube. The wingwalks and panel lines show up well in photo 87, and photo 88 shows the exhaust streaking, the busyness of the wing tanks and their attachments, and the door stencilling. The open radiator bleed off door and its actuator rods shows up well in photo 89. I used an MV model railroad lens for the wing landing light. It can be seen in photo 90 with the vacu formed lens attached. The last build photo, number 91 is perhaps the best view of a Kingcobra. It just has the 'look' of the real aircraft. The two remaining photos (92 & 93) were taken at the EAA Convention in Oshkosh Wisconsin by a friend of mine and show just what an excellent restoration was achieved by the rebuilders. Obviously, I could have built a more detailed model by removing all the panels as is

evidenced in the two photos but that would have been a bit more than I was willing to do! I'll leave that to someone else.

Conclusion

In summing up, although a difficult kit to build due to thickness and some parts that didn't quite fit correctly, thanks to Hi-Tech and MPM I now have a good representation of a P-63 in my collection. Both kits will have to do until a manufacturer decides to market the ultimate P-63. Maybe now that I've built mine, a new kit will be out shortly! Isn't that always the way? Good modelling to you!

Frank T. Cuden

Note: The Hi-Tech P-63C is still available in the UK from Hannants at £19.95, as is the MPM P-63A (#48024) at £20.80. The Hi-Tech kit has also been repackaged by Fondrie Minatures (FM) as a P-63A (#6009) and is also available from Hannants at £21.15 - Editor
* prices correct at time of going to press.

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Kfir C7

The Desert Cub



Conversion of the Esci Mirage V in 1/48th scale

History

The Kfir produced by I.A.I. (Israel Aircraft Industries) is the most advanced Mirage III and IV derivative. It is called 'The Lion Cub' and is not to be confused with 'The Young Lion', as that nickname relates to the Lavi, an Israeli aircraft and a direct descendant of the Nesher. When the F-4 Phantoms powered by J79 engines were sent to Israel, I.A.I. studied the possibility of using this powerplant in the Nesher, a derivative of the Mirage which used the Atar 9C engine. The J79 and Atar 9C engines had the same diameter so the aircraft structure would not require that much modification. Only the rear fuselage had to be altered as the J79 was 64cm shorter. Titanium protection was placed around the engine to shield the fuselage because

the J79's working temperature was 300° higher than the Atars. Cooling was achieved by placing a wide air intake at the base of the fin with four smaller ones on the fuselage sides. Thus the first Kfir prototype was created by modifying a Nesher and the first flight took place on the August 7th, 1974. In 1983 the C7 variant began to be produced and this variant will form the basis of this article.

Conversion and Model

To build the Kfir C7 you need the resin conversion in 1/48th scale available from Eagle Design. At present Kfir models do not exist in this scale so you will also need an Esci or Heller kit of the Mirage V or III for this conversion. Do not use the Mirage IIIC though because its fuselage is much shorter.

The Mirage IIIC can be used for the two-seat Kfir TC2, and a conversion for this variant is also available from Eagle Design.

The Wings

The conversion work was not particularly difficult to carry out; you only need some previous experience in using cyanoacrylate glue and the 1/48th scale Mirage V kit from Esci. I began by removing the bottom of the two main undercarriage wells to get more depth; their inadequate depth is a standard fault on kits of this period. Then I assembled the two upper sections of the wing and the lower one and I created the necessary room for the resin sawtooth from the conversion in the leading edge of the wing. I connected the sawtooth and the wing,

but the use of abrasive paper inevitably removed many of the panel lines, so I had to rescribe both the panel lines and rivets - a very labourious task!

The Fuselage

I began by inserting the two air intakes, already painted in white, in the two fuselage halves. Then I assembled the two halves and glued the long cooling air intake and the fin together on the upper section.

The ring with the brake parachute was placed in the fuselage rear; in its lower part I made room to accept the big resin piece representing the chaff/flare dispensers, the telecamera in the asymmetrical position and other electrical apparatus which is present in the Kfir C7. I then rescribed the panel lines and rivets. Owing to the fuselage's



The conversion kit together with the instructions



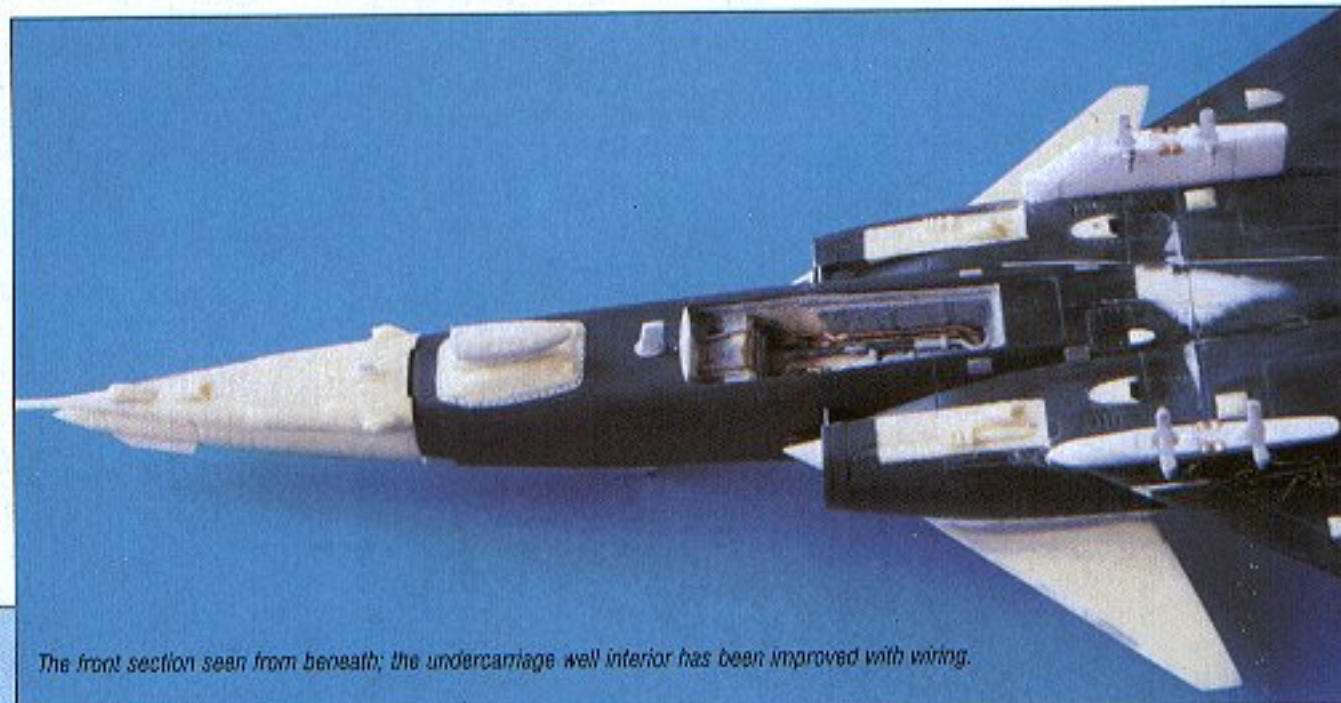
The kit components



The three sections of the wing with the sawtooth already positioned, the undercarriage well cut to get more depth and the panel lines rescribed



The wing and the other pieces which will be replaced by resin components



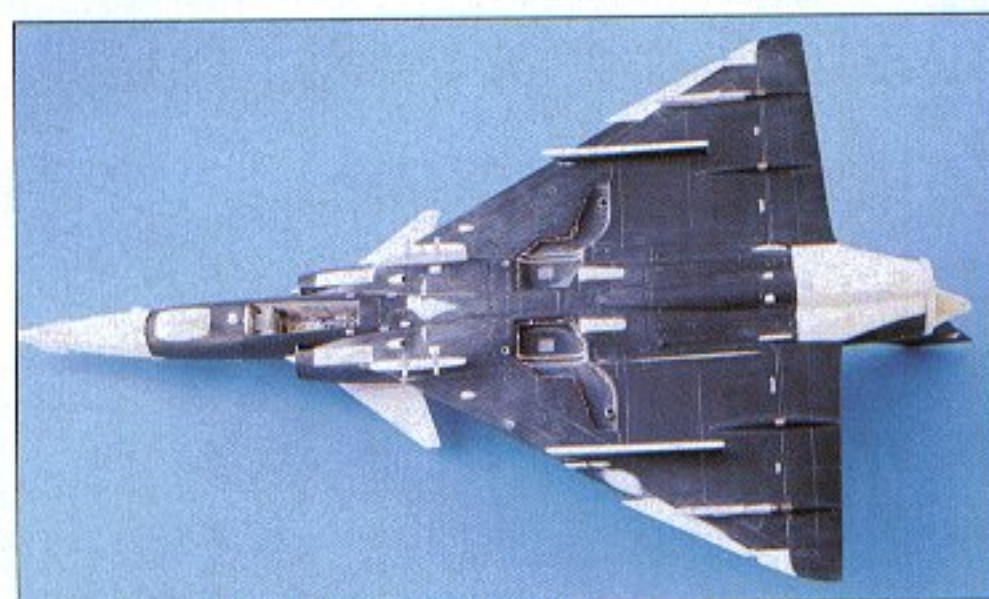
The front section seen from beneath; the undercarriage well interior has been improved with wiring.



The upper section completed. The big air intake connected with the fin, the radome and its pilot tube; in the rear part the ring with the brake parachute. The long tube running over the wing and along the right side of the fuselage contains avionics cables.



The three tanks made from scratch together with some pieces which will be painted and assembled only when the model has had its camouflage applied



The lower section completed. You can see the six scratchbuilt pylons where missiles and tanks are connected and the rear part of the big resin piece where chaff/flare dispensers, telecamera, sensors and other small details are positioned



A very detailed cockpit



The complete conversion set which enables the Escl Mirage V to become a Kfir C7



Front section with the canard/fuselage juncture; one of the hardest steps to achieve!



General view of the completed model



Partial view of the completed model



The F-4's unique shape



Detail of the right side where you can see the hot-air outlet and the small tube highlighted by the yellow arrow stencil. There is a main cooling air intake and other, smaller, ones, the Israeli stencil, numerous instrument panels with rivets made from scratch and the upper (closed) wing airbrake which is red rimmed. The long tube running along the fuselage contains the cables for the electronics added by the I.A.F. The white stencils are used for screws, if they come out, the black holes of the missing screws can therefore be easily seen



Details of the J79 engine. Below are the telecamera and chaff/flare dispensers, just above the brake parachute case



The pylons built from scratch for the Paveway bombs

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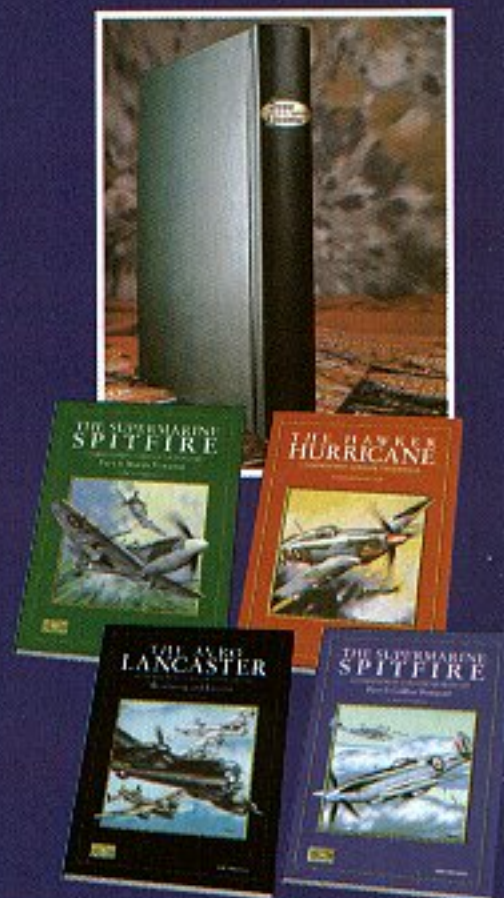
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Sensors on the nose, the Paveway and details of the front undercarriage



Making the canard/fuselage connection was hard work because it is concave on one side and convex on the other



General view of the completed model





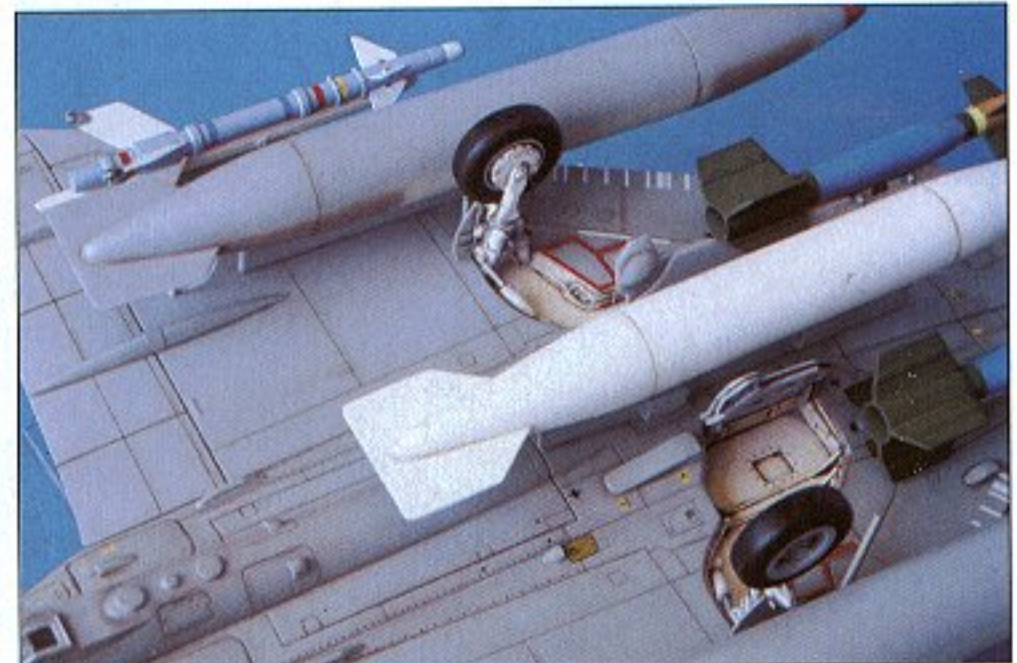
A view of the J79 engine from the rear. The rivetted titanium plate, the avionics container, telecamera and chaff/flare dispenser can all be seen



Just in front of the Paveway you can see the big outlet for the cooling of the electronic bays in the radome



You can only get the detail inside the front undercarriage well by following good published drawings



The oleo legs and other smaller details have been modified



View of the lower section



The finished model with some drawings and decals



The finished model with new weapons load and their pylons



The finished model with the complete conversion set



Three very important aircraft for the I.A.F.

curved shape carrying out this work was much more difficult than on the wings. Finally I assembled the resin nose, lots of accessories and other small details.

Before air-brushing on the colours, the release agent (grease) should be removed from the model by washing it in lukewarm water and detergent.

Additional Tanks and Armament

As the Mirage V's wing pylons and connections are not the same as the Kfir's I went through the published drawings to make them from scratch or modify what I could use.

The two big wing tanks belong to an F-4 Phantom, slightly modified. The smaller-section fuselage tank,

which tapered at both ends, was scratchbuilt. On the two resin Rafael Shafrir missiles (Eagle Design) I replaced the eight front finlets because they had moulding faults, so I used brass ones instead. The two intelligent laser-guided 'Pavey' bombs are from Hasegawa. The pylons for the three supplementary tanks and four missiles were scratchbuilt.

Camouflage and Markings

Israeli aircraft camouflage changed at certain times and it is known that Green (FS 34227) was replaced by Pale Green (FS 34424). I always use Humbrol colours because I know what I can get out of them and how to handle them. Humbrol does not produce Pale Green (FS 34424) and it

was therefore obtained by mixing a portion of Green (FS 34227/Humbrol No. 120) with two parts Yellow (FS 33531/Humbrol No. 121).

The Kfir C7 camouflage was as follows Upper Surfaces.

- FS 30219 Brown (Humbrol No. 118)
- FS 33531 Sand (Humbrol No. 121)
- FS 34424 Pale Green (obtained as described above)

Lower Surfaces

- FS 36375 Medium Grey (Humbrol No. 127)

You can use the weathering technique you prefer as the choice is subjective.

As for the decals, this was very easy because Isradecals produced a sheet (IAF 12) with stencils and everything I needed. They have also produced a beautiful monograph

entitled 'Kfir' which was really useful in making this model.

Thanks

I wish to thank my Israeli friend Benzion Eshkenazi for his co-operation in this project.

Text, photos and model by Cesare Pigliapoco

Translated by Mariaugusta Corrieri.

References

- Replic No. 90
- Isradecal Publication 'Kfir'
- Monografie Lotnicze No. 27 I.A.I. Kfir
- Superbase No. 9 Yuma (Osprey)
- Born in Battle - Special Kfir C2
- The I.A.F. Aircraft Series No. 3, Kfir by Amos Dor

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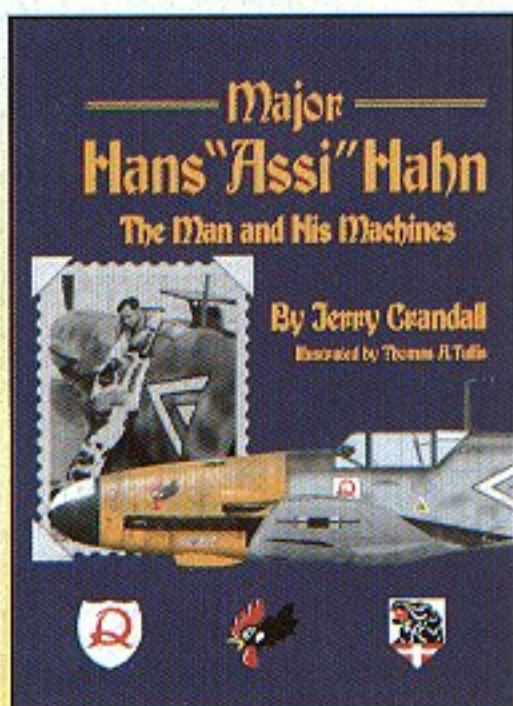
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A photo of the preserved example of the Fokker D.VII at the RAF museum, London



Fokker D.VII

Making the Battleaxe 1/32nd Fokker D.VII kit

Background

The Fokker D.VII was one of the finest fighters present in the skies during 'the Great War'. Being easy to fly and highly agile, it has been said that even average pilots could fly more like experts. One of the most interesting flight characteristics of the type is that it had an ability to 'hang on its prop' while shooting at the enemy where other fighters would have stalled and spun, possibly leaving them vulnerable. It was adopted by a number of countries, including Switzerland, Belgium, Netherlands, and Czechoslovakia, and was still serving into the 1930's.

So respected was the aircraft's exceptional performance, it was singled out in the Armistice agreement. Having clean aerodynamic lines and very few external bracing wires, the type was introduced in front line service in April 1918, and was commonly seen in a variety of colourful markings, then typical of the time.

Technical Data

Fokker D.VII
Scale: 1/32nd
Kit No: BA 3201
Price: £39.95
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Limited-run Injection Moulded Plastic, Resin & Vac-formed Clear
Parts: Plastic 75 (Grey), 39 Etched, 2 Resin
Decal Options: 2
Manufacturer: Battleaxe
Obtain in UK via: Hannants

Without any doubt, the Fokker D.VII deserves its place as one of the greatest fighter aircraft of its day, being universally popular with all that flew it, and few aircraft have earned such an awesome reputation.

The Battleaxe Kit

This fairly new kit is the latest release from a lesser-known manufacturer, Battleaxe. The only Fokker D.VII injection moulded kit larger than 1/48th scale is produced by Revell and some readers may remember this kit being disappointing, especially to the true WW1 enthusiast.

This kit comes in a fairly large box with colour side views of the two decal options on the lid both of which are early Fokker produced machines. The injection parts are contained on two large sprues and the coverage of these parts looked pretty good while immediately looking like a limited-run kit, with thick injection gates and injection 'stubs' as I call them which would have to be removed later on. All the plastic parts have a slightly grainy feel and although generally well detailed, some parts appear to be quite 'soft' in relief and not as crisp as some other manufacturer's offerings, but having said that, being limited run in genre it's pretty much 'par for the course'.

Where this kit excels is the general accuracy and the fabric effect of the fuselage and wings is beautifully done, the 'sawtooth' leading edges of the wings



The box cover shows the two colour options in the kit

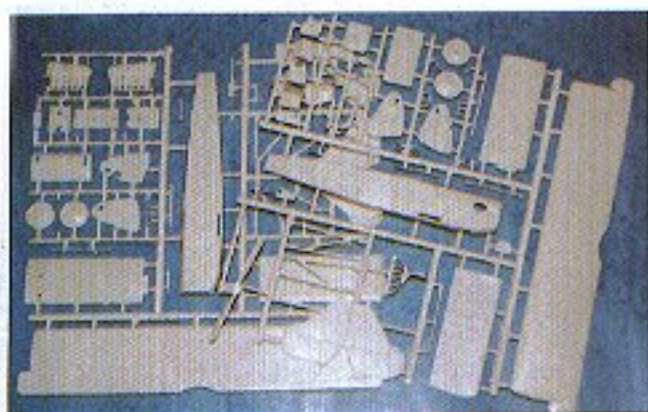
in particular. There are a few inaccuracies toward the rear of the fuselage (it is 4mm short) to be corrected if you like a very accurate model. Two styles of nose panels are included and this is indicative that the kit may well be released with alternative markings in the near future.

Moving on, a brass fret is also included and contains parts such as the Spandau machine gun jackets, radiator grille, instrument panel, control horns, propeller boss, and seat belt buckles (the belts themselves are to be made from paper or similar). These etched parts look excellent and the Spandau machine guns are included as resin parts, with the jackets being replaced by the aforementioned brass parts.

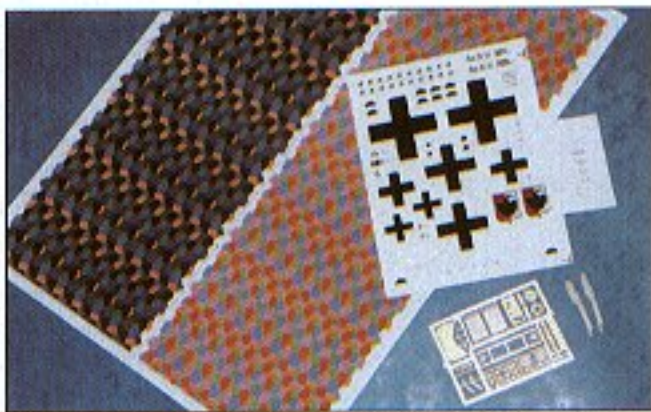
Two decal options are included and both are nice and colourful, the first

being Berthold's Jasta 15 blue/red scheme, and the 2nd is Lt Friedrich's yellow nosed option. The decals for both these schemes come in two sheets: The smaller sheet includes the characteristic German crosses (Balkenkreuze), and a set of stencils is included also, but more on these later on. The second decal sheet looks beautifully reproduced 1/32nd scale lozenge with even the woven fabric effect being visible if you look close enough! It has been said that this lozenge is a little inaccurate with respect to the colours, but to me it looked fine, and I was looking forward to applying such large-scale decals. I understand that Battleaxe also market these lozenge decals separately.

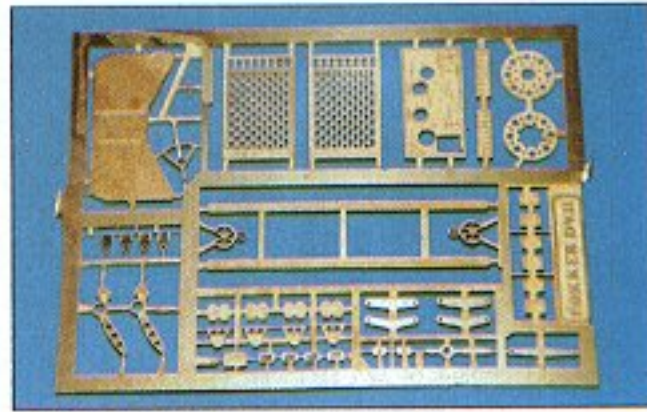
The instructions are quite basic but clear to read and some colour notes are given and none of the parts in this kit



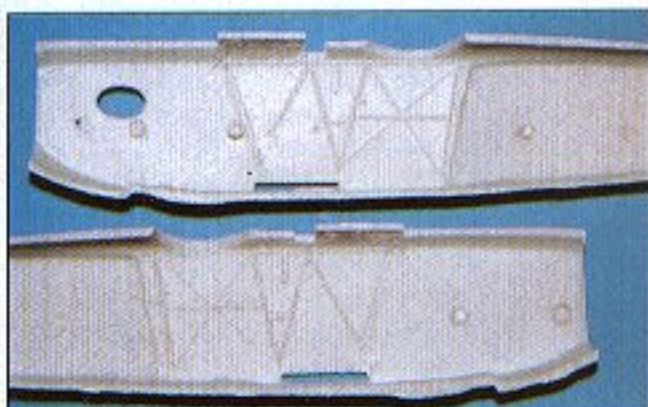
The plastic parts of the kit



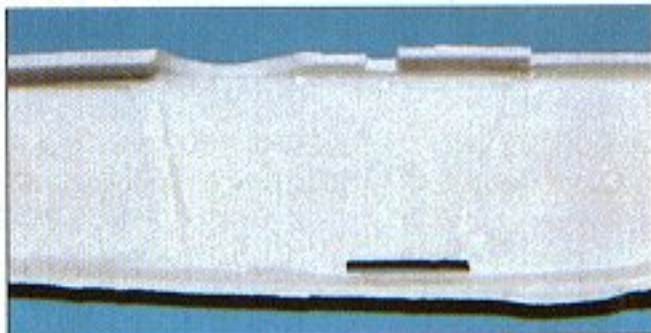
The resin machine-guns, etched parts and look at those lovely lozenge decals!



A close up of the etched fret...very impressive



The moulded cockpit details



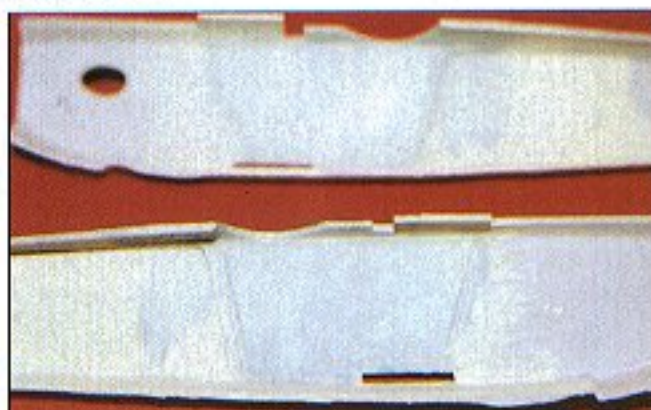
I chose to go a bit further and scratch build most of the cockpit. Here the details have been sanded away, and the positions of the frames scored in.



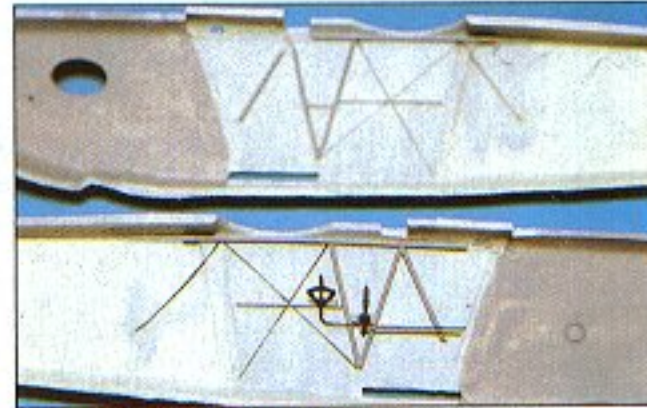
The cockpit coaming looks somewhat vague as can be seen here...



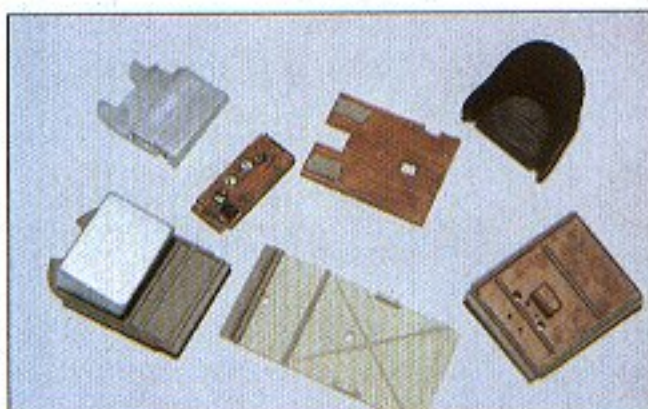
...so the coaming has been sanded off



The camouflage scheme would be visible from the cockpit. Here the streaky camouflage can just be seen on the 'back' of the fabric.



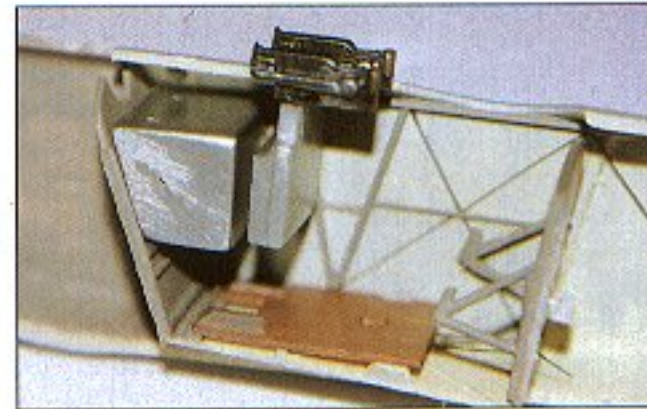
The fuselage framing had been added along with a few details



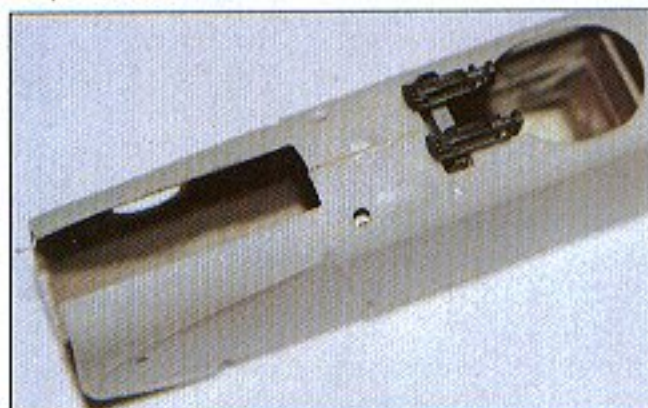
The major parts of the cockpit. Note the wooden appearance of the cockpit false floor.



The major sub-assemblies of the cockpit. The first pair of elevator control cables have been added



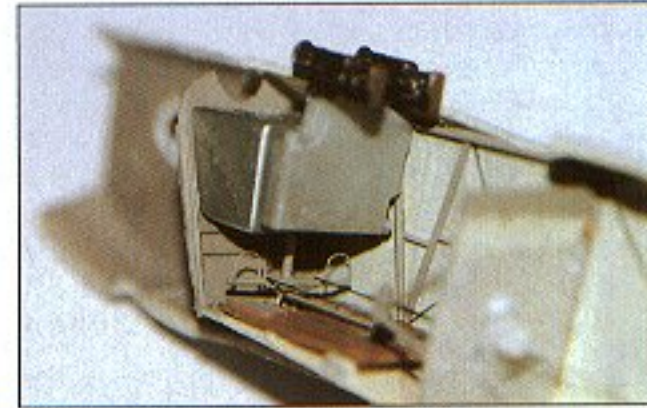
The first steps in installing the cockpit



Checking the fit of the fuselage halves after the guns have been added. The cockpit fitted well



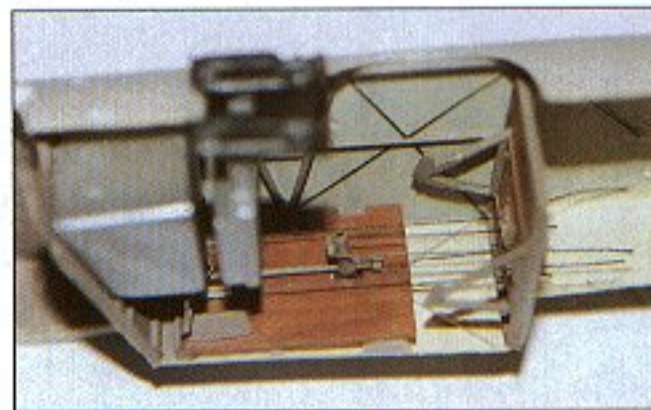
The kit rudder bar (lower left), scratch built rudder bar (lower right), and control column parts (middle and top right). The smaller part (top middle) has the aileron control cables attached.



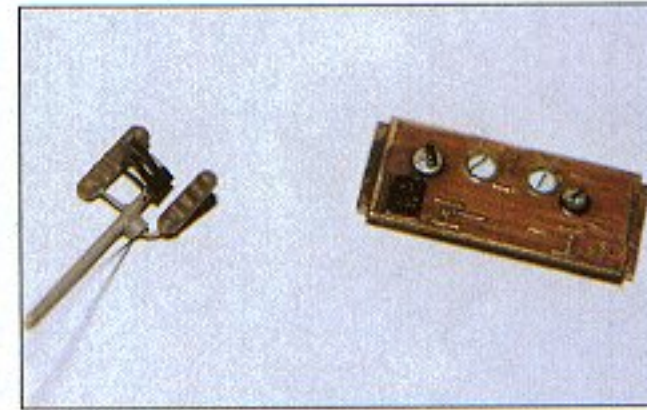
The rudder bar and rudder control cables can be seen here



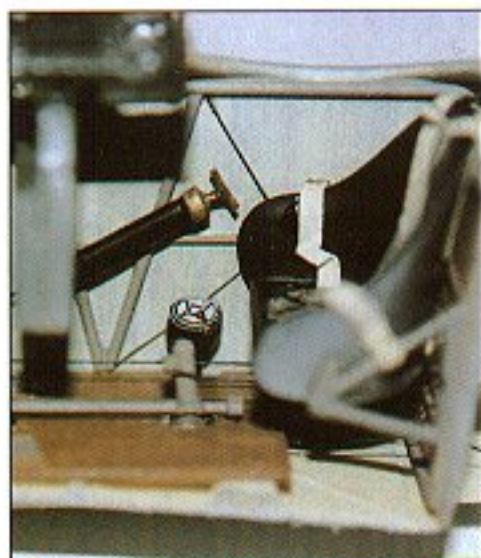
The other set of elevator control cables has been added



Another view of the control cables, and the base of the control column can be clearly seen



The nice instrument panel and scratch built control column



The seat, compass and hand pump have been added

are numbered and are therefore only identifiable by their shape, which is not a problem.

This looked a nice kit in the box, but there were some improvements I was going to make. Most obviously, all the interplane and undercarriage struts were too thick and would therefore be replaced with brass Strutz, available from Aeroclub. The upper engine cowling is reproduced as a square cut-out but in reality it was a different shape. Despite the cockpit being well moulded some of the smaller items such as rudder bar and control column would best be scratch-built while the fuselage framing and cockpit coaming would benefit from this also. The latter is very soft and almost indiscernible hence the reason for its removal and subsequent replacement. I decided that 4mm short in the rear fuselage I could live with (to correct this, 17mm of the fuselage would need to be replaced). This is purely my choice, but as always with our hobby, it is the individual's decision on how far they want to go.

I've always liked the Fokker D.VII and this model I am sure will be well received by the WWI fan and is most welcome. However, how does it live up to the real test...in the making? Hopefully this article will give the readership a good idea of what can be involved in the construction of this kit.

All the plastic parts were washed in a mild soapy solution (essential for all resin parts/kits and limited-run kits!) rinsed and left to dry. Armed with new scalpel blades and excellent references, many thanks to the Editor for these, I was all set and most keen to get started!

Stage 1. Getting Started

First off I carefully removed all the injection cockpit parts and fuselage halves and cleaned these up with medium and smooth wet'n'dry. I sanded the edges of each fuselage half using a sheet of wet'n'dry pinned to a flat board in the same manner as making a vacuum-formed kit, and this ensures nice, flat edges. As I was going to replace some smaller parts of the cockpit I only cleaned up the larger ones.

These include the forward and rear bulkheads, seat (with a large injection gate needing removal) and cushion, false floor, lower panel (which is in reality the inside of the bottom of the fuselage), ammunition box, spent cartridge box and two-piece fuel tank. The two halves of the fuel tank were then joined together, sanded smooth and left aside along with all the other parts as I was going to enhance the fuselage halves next.

Stage 2. The cockpit

This started with the fuselage halves. As mentioned earlier, the cockpit framing is quite nicely done, but painting it would prove to be a little difficult, especially the moulded bracing wires.

To illustrate this better, a basic description of the fuselage (cockpit area only) and colours is needed. The fuselage consisted of a tubular structure covered by fabric. While the tubular parts were light grey not too dissimilar to RLM 02 Grau, the fabric was clear doped linen with the camouflage colours applied only to the outside only for obvious reasons! Thus it was possible to see the camouflage colour from the inside of the cockpit (see *Windsock International*, Vol.17, No.5, page 16) due to the thinness of the fabric. For example, if the aircraft carried an overall lozenge scheme, this would be visible from inside the cockpit, although not as sharp as when viewed from the outside. I chose early on to use the yellow nosed colour scheme which otherwise carried streaky camouflage with lozenge on the main wings. Thus, the streaking would just be visible in the inside of the cockpit. Painting this would not be easy as all the 'streaks' would need to line up to look right, then the light grey frames would need to be painted. My approach was to sand all the cockpit framing off, paint the streaky camouflage, and then replace all the tubular frames with plastic rod.

This would look far more effective and in addition, some wire bracing is reproduced in the cockpit of the kit, and this would look much better if it were replaced also.

Thus, very early on it is clear that the external camouflage colour had to be decided upon, unlike the majority of other aircraft models.

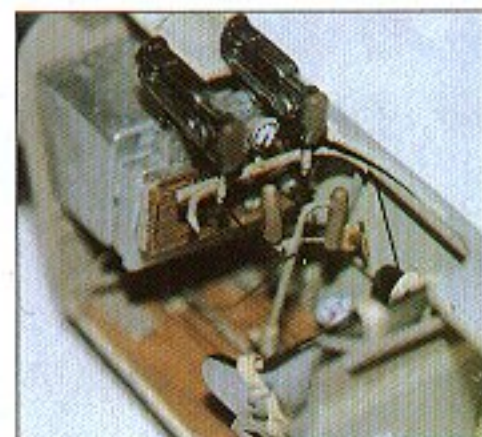
The 'streaky' camouflage mentioned here seems from references to have varied quite a lot and is covered in much more depth in various other publications (such as *Windsock Datafile* No.5, Fokker Triplane), but I will give a brief description here for those not familiar. The fabric was first sealed with at least 2 coats of clear dope before the application of the camouflage colour. In general, this camouflage colour was a dark olive green dope and was hand brushed onto the fabric in individual strokes. The brush was not dipped into the dope after each stroke but brushed on until almost dry, thus giving rise to a streaky effect. This was not always consistent however, and some aircraft look 'darker' than others do while some appear more 'stripy'. Also the olive green mentioned here could be a dark brown, and in some cases, the clear doped fabric was doped turquoise then olive green. Therefore it is very clear to see that there is no exact measure of the colours used here so is quite subjective, as is the density of the streaks unless aided by a photograph of the exact aircraft you are reproducing.

Now back to the model: using a scalpel I scored along the frame lines so that once they were sanded off I could see where the replacement tubular members were to go.

Using a medium wet'n'dry and a scalpel again, the moulded frames were removed and sanded so that nothing remained of them except the earlier-scored positions of them. I also took the opportunity to thin the cockpit walls down a little. Once this had been done for both fuselage halves, they were taped firmly together to assess the cockpit coaming. This looked somewhat vague on both halves so it was sanded off and the cockpit opening was sanded to a better shape. The openings for the engine and guns (for the ammo and spent cartridge chutes) also received the same cleaning up. The fuselage halves were then untaped and the cockpit areas were given a coat of clear doped linen from the Polly S range of water based acrylics, my preferred medium. Once this had dried, I then streaked (almost dry brushed) olive green (RLM 80) over the doped linen in a fairly light application. It was necessary to ensure that the complete depth of the cockpit was covered and I went behind the cockpit, as some of this would later be visible behind the seat. Once this had dried, another coat of clear doped linen was applied over the green to give the appearance that the outside colour (the olive green) was applied only to the outside. Using fine nylon thread the bracing wires were then replaced followed by plastic rod painted RLM 02

Grau to replicate the cockpit tubular framing. The 2 levers including the throttle were secured to the left cockpit side and wires were attached so that they didn't look 'alone'.

Now I returned to the cockpit parts that had been prepared earlier in addition to the brass instrument panel, and I thought it prudent to test fit all of these before painting them. I found that some slight trimming was needed here and there but generally the fits were okay with the exception of the ammunition and spent cartridge boxes whose fits to the fuselage were very vague. All parts thus far were painted in their respective colours, remembering that all tubular frames were grey and that behind the seat was a canvas screen, not a solid piece. This was painted tan while the cockpit false floor and instrument panel were given a 'wood effect'. Again, the choice of exact colours for the 'wood' is completely up to the individual, but I chose to apply this effect as follows. Firstly the necessary parts were painted flesh and once dry, a fairly 'bright' brown (US earth red from the Polly S acrylic range) was dry brushed in parallel strokes until a streaky effect (sounds



Here, the control column is complete (note the auxiliary throttle cable) and some additional fuselage frames have been added (the 'round' sections in the corners, and rear gun mounts).

familiar?) was achieved not too dissimilar to wood grain. The kick plates were then painted RLM 02 while I carefully (using a smooth flat file) filed the face of the instrument panel thus exposing the brass on the raised areas such as the instrument bezels leaving the rest of it the 'wood' effect. Decals are provided for the instruments (although they are quite basic and would best be replaced with some from the spares box) and after their application the complete panel was a simple affair to assemble.

I decided the best way to secure the ammunition and spent cartridge boxes was to secure them to the guns then the complete gun assembly into the fuselage. To do this, the resin Spandau machine guns were cleaned up and their barrel jackets were removed and kept aside, as the muzzles would be needed later. It was best to leave all the detail parts of the guns off as they would almost certainly get damaged so the next step was to paint them black followed by a touch of rub 'n' buff to give them a 'metal' appearance. These were then secured to the ammo/spent cartridge box, already sprayed with Alclad aluminium as was the fuel tank, ensuring that the guns were parallel.



The rear gun mounts of the preserved D.VII are apparent here

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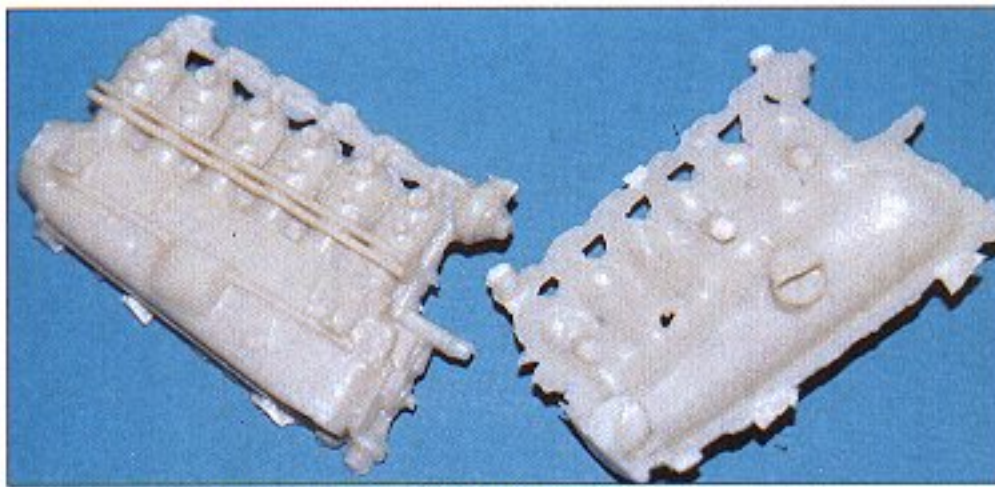
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The engine halves are generally accurate but 'soft' in relief

The seat and cushion were painted black while the latter was dry brushed dark earth to bring out the detail. The seat belts were made from paper and were painted a light tan prior to the addition of the etched buckles, sprayed Alclad aluminium. This was not too difficult to do, and the seat supports were added to the rear bulkhead (for want of a better term, as it was not a bulkhead in reality, more of a canvas screen, but is represented in the kit as such) after a little cleaning up. Once the seat was attached later, the lap straps would be attached to these seat supports. The fuel tank was secured to the front bulkhead that was in turn attached to the lower fuselage panel.

A few wires made from stretched sprue were added to the underside of the cockpit floor, and this was then secured to the front bulkhead/lower fuselage panel assembly. This assembly was then secured into the right fuselage half, the fit was good, and was then followed by the installation of the gun assembly ensuring that the alignment was right.

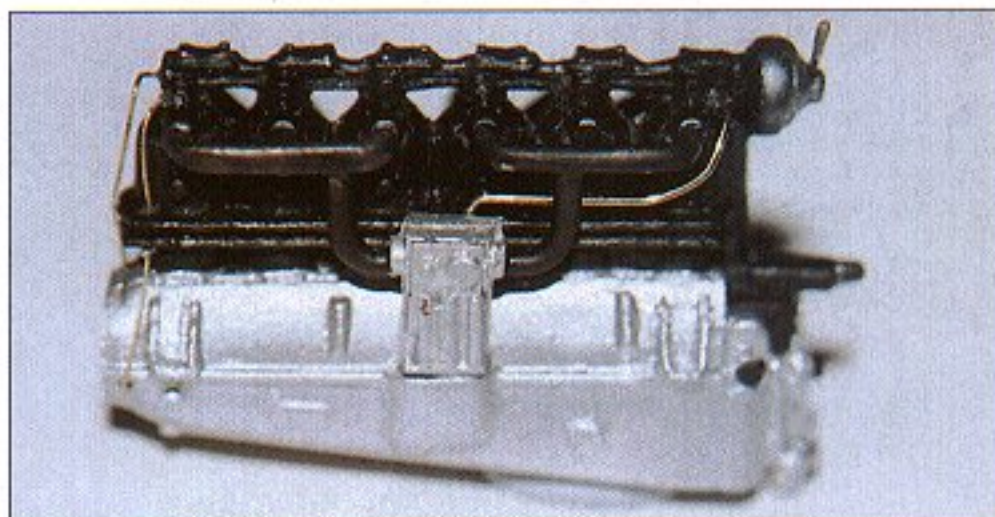
Now it was time to add the detail parts that would be replacements for the kit parts namely the rudder bar and control column.

Using the Windsock anthology as a reference, and the kit part as a rough guide, the rudder bar was quite easy to make from two sizes of brass wire. Straight away it was clear to see that this was a vast improvement on the kit parts, and I also chose to add the linkage complete with wires (which ran to the upper wing for aileron control) although this is barely visible once the fuselage halves are joined. This rudder bar assembly was painted RLM 02 and kept safely aside while I proceeded to make the main bar that would be fitted to the cockpit floor. At one end of this was the lower portion

of the control column. The bar itself was just a length of brass rod while the lower portion of the control column was made from aluminium tube filed to a smaller diameter and tapered slightly, sawn part way down its length, placed over the brass rod with the tube portion projecting above the rod. The lower part of the tube was then pinched hard together and filed into a flat that would fit into the slot in the cockpit floor. This assembly was then painted RLM 02 and installed on the cockpit floor followed by the rudder bar which was placed over the main bar. Finally the rudder and elevator control wires were added and they went into holes drilled into the rear cockpit bulkhead. I opted to offset the rudder bar and control column to add a little interest to the completed model later on.

With this complete, it was then time to make up the rest of the control column. The main column itself was made from brass rod, filed to a taper and bent to shape. The two handles (one being the auxiliary throttle lever) were both made from plastic rod filed to shape (a fiddly job!) and these were joined to the column by short lengths of fine plastic rod. After painting the column RLM 02 and the handles brown (as they were wooden really), a wire (auxiliary throttle wire) was added from stretched sprue and the triggers from plastic strip. After all this, I realised that the control column assembly was slightly oversize, but I didn't fancy doing all that work again!

Next the hand pump (on the right cockpit side), compass (on the cockpit floor), and instrument panel were fitted in place and some extra fuselage frames were added such as the one to the front of the cockpit with the prominent instrument.



The left side of the completed engine...

These members were made from plastic rod, and the rear gun mounts were also fixed in place. In each corner of the cockpit, small curved sections of tube framing are apparent and these were added from plastic rod too. The control column and seat were fitted and I realised that I could only secure one lap strap to the seat mounts but this would not be visible anyway thankfully!

Stage 3. The Fuselage

With the cockpit now complete, the next stage was to proceed with the rest of the fuselage and engine.

The engine parts are quite good and accurate but are 'soft' in relief and benefit from some cleaning up. The two main halves mate up nicely and the joins are quite good. After some cleaning up of the joins the small brass plates (rocker covers) were added and after priming with Halfords grey primer, the lower part of the engine was sprayed with

were removed from the sprue and cleaned up with wet'n'dry, and glued to the fuselage halves. In hindsight it would be best to add these panels once the fuselage halves had been joined as I found out later that they were slightly misaligned, but nothing too serious.

There was just one area of the fuselage requiring attention before the fuselage halves could be joined and this was the tailskid area. I found that the tailskid bulkhead was far too wide on a dry fit so a section of this was filed off. After painting it brown, this part was added to the rear fuselage and strengthened with pieces of sprue. Once the tailskid itself had been removed from the sprue and cleaned up, it was painted a 'bright brown', as was the cockpit floor earlier and once dry, a dry test indicated that the fit was not too good. A part of the top of the skid had to be cut away and once the fit was good, it was installed onto the bulkhead.



The engine complete with etched brass rocker covers, carburettor and exhaust manifold

Alclad aluminium with the cylinders black, and the carburettor was then added. The exhaust manifold benefits, as most parts of this kit, from cleaning up and drilling out the end to replicate that it was in effect a tube. After painting this dark earth followed by a wash of black, this was secured to the engine using a 'dry run' to ensure that it was aligned correctly. I also added a few pipes from brass wire to add that little extra detail.

Fitting the engine into the fuselage looked tricky as there was no positive location, so I made some rudimentary mounts from lengths of sprue. After painting the engine section of each fuselage half a dark grey (RLM 66), the engine was then fitted in place into the right fuselage half, ensuring that it was aligned correctly.

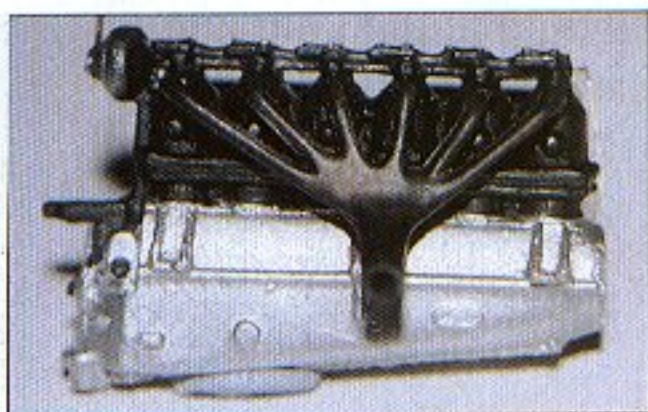
With construction going well, the fuselage halves were taped together and it was clear to see that the engine opening in the upper nose was incorrect in shape as it was rectangular. The rear part of the opening was rounded off using a half round file, and a piece of shaped thin plasticard was added to complete the corrected opening and just a little filler was needed. This piece of plasticard was secured to the right fuselage half only for now. Two styles of nose side panel are provided in the kit, and for the colour options in the kit, just the earlier style was needed. These panels

Now at last the fuselage halves could be joined together and the overall fit was very good. I did find however that the lower fuselage joint had a slight step so this was corrected with filler.

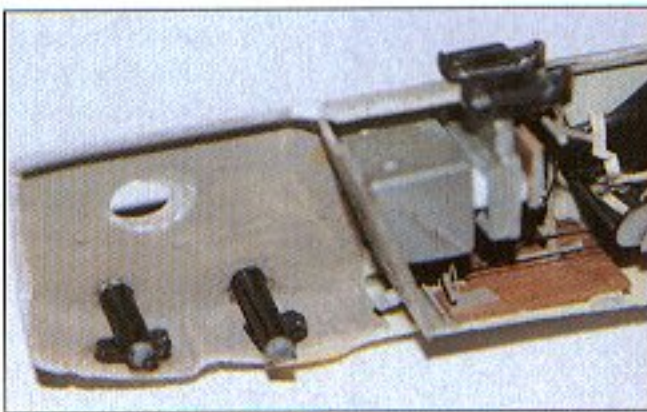
I opted for filler as if I had sanded the lower surface it would not have been square. Of note throughout this kit is the fact that the plastic is fairly soft and careful sanding is needed.

Next, the nose section of the fuselage was added and it had some nice radiator detail. Some trimming was needed here and there to get a good fit, but nothing serious. The very front end of the engine opening was corrected (rounded off) using a plastic strip and filler. The radiator grille is also supplied as an etched part and although the fit here was tricky, the detail is excellent. Some sanding was needed here and there and I now noticed that the panel lines on the side panels weren't aligned correctly. Therefore these were filled in and re-scribed. The exhaust and engine openings were now masked off in preparation for the camouflage scheme while my attention now turned to the tail area.

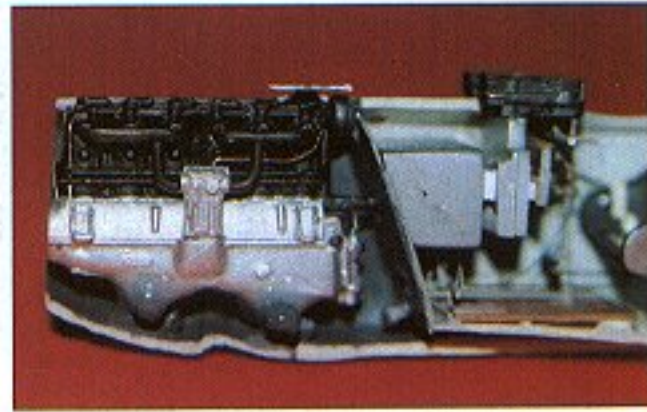
The tailplanes (with elevators) are supplied as upper and lower halves and need to be sanded down, as they were far too thick. This was done using a sheet of wet'n'dry pinned to a flat board and once thin enough, the elevators were



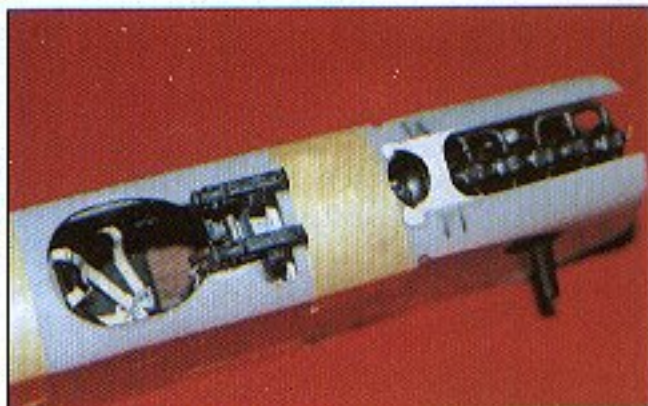
...and the right, showing the exhaust manifold in place.



Some sprue was used as rudimentary engine mounts



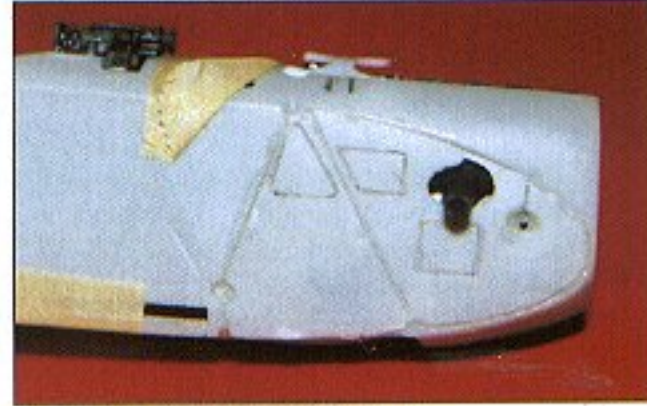
The engine in place



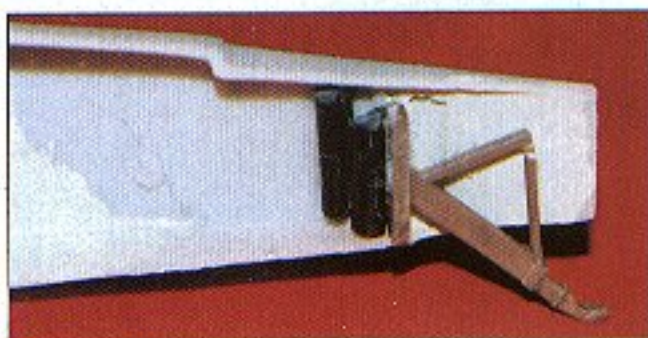
Correcting the shape of the engine opening using plasticard. The engine was not glued in place until after the fuselage halves had been joined to ensure that it was aligned along the centreline of the fuselage.



Two styles of nose panel are provided



Here, the right nose panel had been added



The tailskid assembly



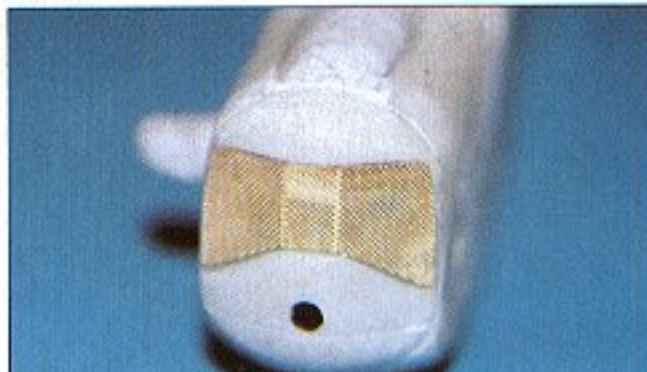
The fuselage halves have now been joined, and the engine glued in place



Some filler was needed on the underside of the fuselage



The nose showing more correction to the shape of the engine opening...the plastic strip with rounded corners can be seen at the very front of the opening.



The etched radiator grille was a bit tricky to fit but looked good



Re-scribing the panel lines on the nose panels



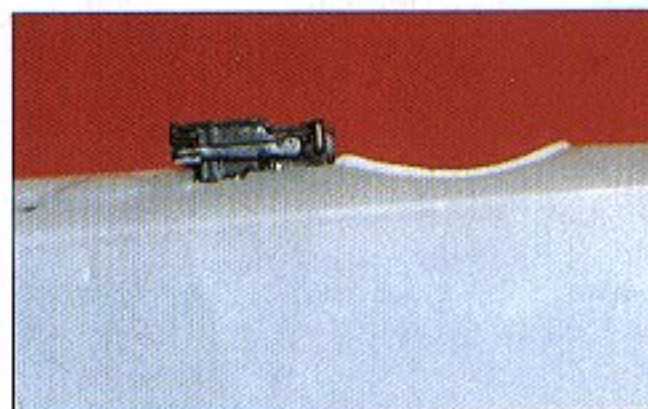
The tailplane halves needed sanding down as they were too thick



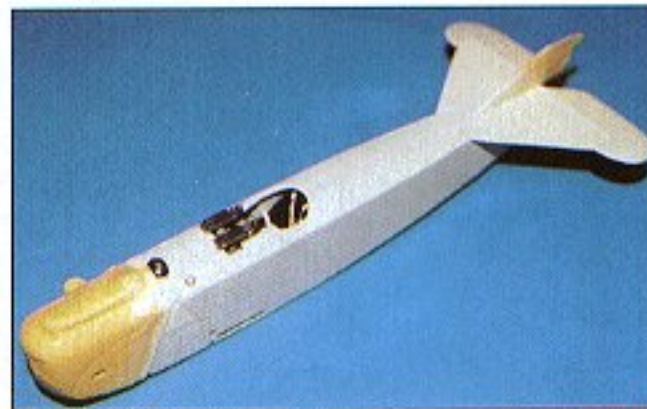
The tailplane with drooped elevators and vertical tail in position



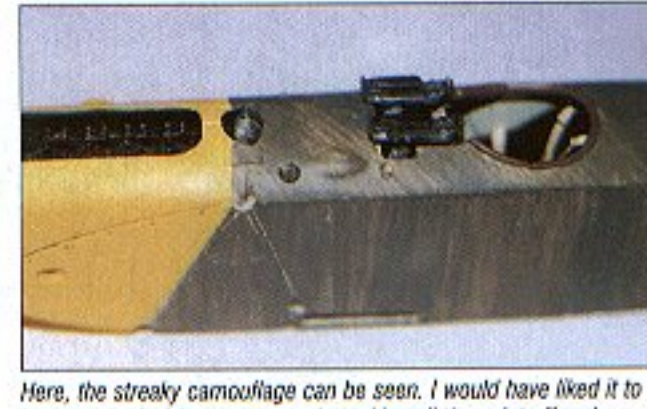
The cockpit coaming was made from Milliput, and added in three sections



A side view of the cockpit coaming



The yellow nose and white vertical tail have been masked off and the fuselage has been painted with clear doped linen



Here, the streaky camouflage can be seen. I would have liked it to be more 'stripy' in appearance but taking all the paint off and starting again didn't seem too great an idea!



Another view of the streaky camouflage and the blue band.

removed and replaced in a 'drooped' position. The tailplane and elevator halves were then glued together and the joins sanded smooth. The tailplane fitted nicely to the fuselage with just a little filler being needed on the upper join. While I was on the tail area, I also decided to remove the rudder and fit the vertical tail in place. This was a very simple affair but the only thing missing was the small leading edge extension at the front of the vertical tail. This was corrected by adding a small piece of plastic strip. Finally all the joins on the fuselage were checked and some slight sanding was necessary here and there.

The fuselage was now taking shape very nicely and the next stage was to add the cockpit coaming that was removed much earlier on. The coaming was made from Milliput (fine) which was rolled out into a long and thin 'string'. This was then cut into shorter lengths, as it was clear from my references that the coaming on the real aircraft was made from three sections. The three sections of Milliput were carefully placed onto the cockpit opening and pushed into place using a piece of plastic tube about 8mm diameter. Once I was happy with the appearance of the coaming, it was left to dry and once dry, it was coated with 'Grip' thin superglue which would help to seal the Milliput and make it more secure. Some light sanding was needed and now I could apply the colour scheme.

Stage 4. The colour Scheme

I chose to use the kit markings for Lt Friedrich Friedrichs D.VII. The fuselage (as we saw earlier) had the streaky camouflage applied but the underside was light blue and the entire nose was yellow. A blue band was present on the rear fuselage and part of the vertical tail was white, as was the rudder. The upper and lower wings carried the lozenge fabric, but none was present on the horizontal tail surfaces.



The tail section

First off the tail area was sprayed white in two light coats of white, and the area that was to remain white was masked off. The nose area was also given a coat of white as a primer for the yellow. Once this white had dried, the entire nose was sprayed with two coats of yellow (I used RLM 04 Gelb which is quite vibrant, but the exact tone is unknown). Once this had dried, it too was masked off in preparation for the streaky camouflage.

Next the top and sides of the fuselage, and the top surface of the tailplane/elevators was brush painted with two coats of clear doped linen and left to dry. Once this was dry, I loaded a brush (No.2 size) with RLM 80 and painted this on in parallel strokes until the paint thinned out almost to a dry-brush. The brush was then loaded with paint again and the process repeated. It was important to do both sides and the top of the fuselage independently. The streaking on top of the fuselage was applied at an angle as it was in reality. In hindsight, although I was happy with the appearance of the streaking, I personally would have liked it to be more 'stripy' but I could not do much about it now! The undersides of the fuselage and tailplane/elevators were then painted light blue (RLM 65). All the masking was then removed and I tidied up the edges of the engine openings with touches of yellow and RLM 66 paint, and the cockpit coaming was painted a dark brown. Masking was applied to the rear fuselage and the blue band was brush painted on with two thin coats, just leaving the streaking underneath barely visible just for effect. Once I was happy with the scheme thus far, an overall coat of Tamiya gloss spray varnish was applied to make the surface ready for the decals.

The Decals (for markings only)

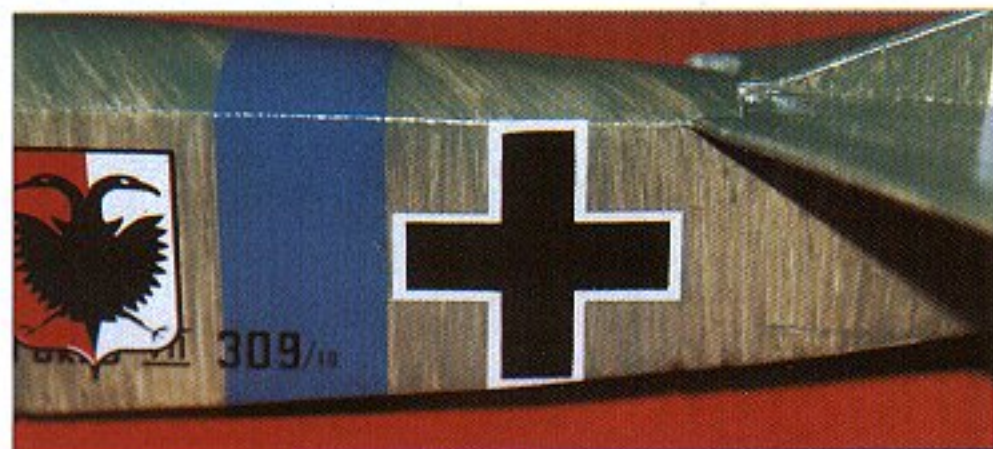
At first sight, the decals looked very good, being thin and having good colour density. Only after I cut them out and immersed them in water did I notice that they were slightly out of register, especially the fuselage crosses. I had no option now but to apply them and carefully trim them until they looked better. I didn't particularly like doing this job but using a scalpel and rule, and of course taking my time, they certainly looked better, not perfect but better.

Eventually all the decals had been applied and trimmed where necessary. Also at this time, I had prepared and sprayed the rudder white then the varnish and fixed it temporarily in place with Blu-Tack and applied the tail cross

decals and once dry, sliced down the hinge lines. All the decals responded well to setting solutions and once they had all dried any excess solution was wiped off with a damp cloth, and another coat of varnish was applied to seal them in. I decided to highlight the panel lines on the nose with watercolours and this was easily done using a dark grey and sealed in with another coat of gloss varnish.

Back to the fuselage details

It was then time to add some details, and this started with the Spandau machine guns. The etched barrel jackets were rolled into 'tubes' using a length of brass tube and then painted black. The barrels were made from plastic rod, painted black and cut to length then secured to the machine gun bodies (breech assemblies) with superglue, ensuring that they were aligned and parallel to each other. The barrel jackets were then secured over the barrels with the etched barrel jacket ends and the resin muzzles removed earlier. The prominent cocking handles were then added and



The decals for the markings were slightly out of register

after painting the guns black, a touch of rub 'n' buff was used to simulate a metallic appearance. The etched gun blast plates were then fitted in front of the guns.

Returning to the tail area again, the tailplane support struts were made from brass strut (available from Aeroclub) painted light blue and secured with superglue. The rudder control horn was fitted to the rudder, which was then secured in place (deflected to match the rudder bar) and finished off with hinges made from small pieces of black paper.

Finally the braces on the tailskid were painted black, and now the next step was to proceed with the wings.

Stage 5. The Wings

The wings are extremely well moulded, having nice rib detail while the 'sawtooth' leading edges are very nicely done. The wing trailing edges are straight whereas in reality they are scalloped, that is the portions between the ribs having slight concave curves. This would be easily rectified however, as would the removal of the injection gates on the mating surfaces of each half of the wings (each wing is comprised of upper and lower halves). The only real deficiency with the wings is that they are quite thick, especially the trailing edges, but as this is a limited-run type kit, this is nothing unusual.

Starting with the lower wing halves, they were sanded on a sheet on medium wet'n'dry pinned to a flat board until thinner. When doing this, remember that the plastic is not as hard as is more commonly found so care must be taken. Once they were thin enough it was a simple matter to glue the wing halves together and sand the edges until smooth. Using fine wet'n'dry rolled into a tube, the scalloped trailing edges were sanded in, ensuring as best as possible that all the curves were the same.

As for the upper wings, thinning these down was a different matter. When viewed from the front, the upper wing leading edge is not one straight line. The centre section is parallel whereas the outer sections have a dihedral on the leading edge due to the taper of the lower surface of the wing. (This has been called the 'Folder Wing'). Therefore although the top half of the kit wing can be sanded on the pinned down sheet of wet'n'dry (in 3 stages, one for each of the outer, tapering sections, and one for the centre), the lower wing cannot as this

would then excessively thin the wingtips. The only way I found to effectively thin the lower wing half was to wrap a piece of wet'n'dry around a wooden block, and sand one section at a time checking progress often. Once this had been done, and the wing halves were thin enough, I decided to remove the ailerons and animate them later. Thus the wing halves and aileron halves were glued together and once dry, all the joins were sanded smooth and the scalloping sanded into the trailing edge as per the lower wings. In preparation for the lozenge decals, the wings were given a coat of Halfords grey primer followed by a nice coat of gloss varnish.

The Lozenge Decals

Included in the kit is a large 1/32nd-scale sheet of 5-colour upper and lower lozenge decals. On first sight this sheet is very impressive and if one looks close enough, it is even possible to see a fabric texture...very nice. It had been said that the colours used on these lozenge decals are somewhat suspect, but they looked okay to me (but I am no expert on lozenge colours!).

If desired, the modeller may spray a coat of tinted varnish (a touch of brown mixed in with the varnish has been suggested in one of my references) to change the hues of the colours after the decals have been applied.

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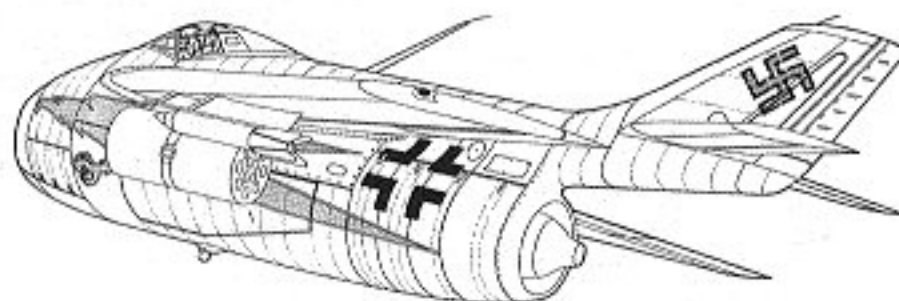
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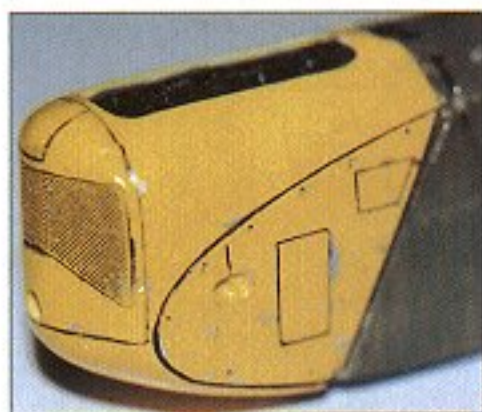
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The yellow nose looks nice!

Starting with the lower wings first, they were placed over the sheet and allowing about 1/8 of an inch 'play' all round as a safety margin, the decals were cut out, two rectangles for the upper surfaces, and two for the lower.

Using the upper lozenge first, and one wing at a time, the decals slid from the backing sheet very nicely but immediately I noticed that it was very translucent. For a decal, I hadn't seen this before (to this extent anyway!) and although one of my references mentioned that these decals are translucent I expected this to be subtle and not as obvious! Anyway, once the decal was applied, it had a tendency to stick fast and be difficult to move. In addition they are very brittle and if ripped, they cannot be simply 'patched' over, as they were translucent so much care was needed. They reacted with setting solutions but only after repeated copious amounts of Micro Sol.

Once the upper lozenge decals were applied to the lower wings, it was time to apply the lower ones, and here the fun really started! Any overlap between the upper and lower lozenge decals resulted in a very dark area that is obviously undesirable. The main areas for concern here were the wingtips due to their contours and I found that very careful trimming with a very sharp scalpel blade before the decals had set worked okay, very far from easy, but worked okay!

About a day later, the lower wings were as good as I could get them and were sealed with a coat of Tamiya gloss varnish after wiping away any excess setting solutions. One good thing about the translucence is that shadow shading can be applied to accentuate the rib details (Ed's idea, but it was too late for me!) and also that the base coat of the wing would dictate the overall tone of the lozenge.

Moving onto the upper wing, this was a similar case, except that in addition to the problems with the wingtips, the aforementioned 'Fokker wing' meant that the line between the upper and lower lozenges (when viewed from the front) is not straight. Here I had lots of 'fun' (frustration too) and in all, it took me about 2 days before I was as happy as I was ever going to be with the upper wing! Lots of trimming before the decals set, and applying the lower lozenge in three pieces, one for each section, and lots of Micro Sol not to mention patience did eventually work.

Once dry, and all excess solutions (about a litre!?) had been wiped away, the wing was sealed with a coat of gloss varnish. I also applied the lozenge decals to the ailerons at this time too.

Now that the lozenge decals had been applied, it was time to move on to the rib tapes. These were cut from the large lozenge sheet. Lots of strips were cut and then cut again to length, remembering that they have to be exactly the right length as any overlaps between the upper and lower tapes would result in a dark area!

When placing the tapes onto the wing, it was immediately apparent that the lozenge pattern all but disappeared and they became mostly very dark blue stripes with a hint of lozenge.

Realising that there was not a lot I could do about this I proceeded to apply the tapes, upper surface first, then the lower including the ailerons. In reality the rib tapes were either cut from lozenge fabric or a blue doped fabric (for the upper surfaces), not a combination of the two as was the case here.

Another day and a half later, the wings were complete...almost. To round off, the German crosses were applied to the wings and in the case of the upper wing, the ailerons were attached in place using Blu-Tack as the crosses went over both wing and ailerons. It was at this time that I noticed that I placed the outermost rib tape on each aileron in the wrong position. These tapes should be further toward the tips but I was aligning them with the tapes on the wing. Disappointed with my lack of diligence, I realised that I could do nothing about this.

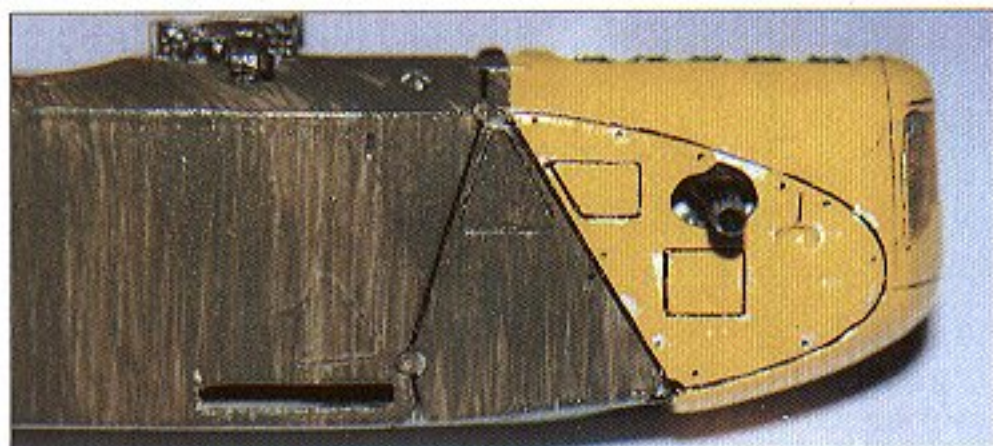
With the wings now almost complete, I could turn my attentions to other areas of the kit.

Stage 6. The undercarriage

The undercarriage parts in the kit comprise two struts, both wheels in two halves each, axle, and upper and lower halves of the axle fairing. The main deficiencies here are that the struts are oversize in thickness and I was not confident that the long, spindly axle would take the weight of the model and sag over time thus allowing the wheels to slope at an angle as opposed to being parallel. Thus I opted to replace the axle with aluminium tubing (as I did not have any brass rod of the right diameter), and replace the struts with brass Strutz. Making up the axle fairing was quite a simple affair, although it was of benefit to thin the two halves down, as the trailing edges were quite thick. I drilled out the undercarriage locating holes in the fuselage and then made up the brass struts, filed so that they fitted nicely into these holes to give a sturdy construction. Now making the struts to be their correct lengths was more difficult but trial and error was the method that worked for me. The struts were secured to the axle fairing with copious amounts of superglue. Once positioned right (so that the axle fairing was in the correct position relative to the fuselage), the openings in the top of the

After drilling out the locating holes in the fuselage, the kit struts were used as guides as to the length of the brass struts. After giving the completed struts a coat of white, they too were sprayed yellow. Attaching them to the fuselage was quite easy, using the upper wing as a guide. Once they had dried, I could easily see that this arrangement of struts was very strong. Placing the upper wing in position and holding it in place using tape, I found that the kit interplane struts were of the correct size, and used these as patterns for the interplane 'N' struts. The middle member of these 'N' struts would not be too easy to make from brass struts due to the acute angles that would have to be filed so as to get a good fit. I cheated on these and used Contrail plastic struts. These struts were secured to the lower wing (as the upper wing was still in place) to ensure that the fits were good, and after a few coats of white, they were painted light grey (RLM 02).

The ailerons complete with control horns were secured in position on the upper wing, remembering that the control column had been offset earlier, and the control wires added from short lengths of stretched sprue.



See how the exhaust manifold projects through the nose panel

fairing were packed with as much Milliput as I could fit in to reinforce the struts. After a few base coats of white, the complete assembly was sprayed with yellow (RLM 04) followed by a coat of gloss varnish. The wheels went together well and the wheels were sprayed with yellow (RLM 04), and as my references showed the tyres to be very dark, I painted them black then dry-brushed them in a medium grey. To add something 'different' I decided to add some 'mud' made from dark earth paint mixed with a little flour, and this was dabbed onto the wheels and lightly on other areas of the fuselage such as the area around the tailskid.

Stage 7. Attaching the Wings

Fitting the lower wings was quite easy due to the large locating tabs on each wing, although care needed to be taken that they were lined up correctly. Once these had dried and were quite solid, the next job was to make up the centre section and interplane struts, again using brass Strutz. Using the brass struts gave the benefit of greater strength (as this model was getting heavy) in addition to being of a much more scale appearance than the kit counterparts.

Stage 7. Finishing off

Before adding the upper wing, a few other details were to be added. These included the tailplane bracing wires, and the undercarriage bracing wires. These were added from Aeroclub's rigging thread. The rudder and elevator control wires were also added, but using stretched sprue. The etched ammunition belts were also added at this time, as were the etched stacking bumps on the leading edges of the wings (painted dark grey). A nice set of stencils is included, and it was common for D.VII's to have extensive stencils, the majority of these comprising Fokker logos (for Fokker built D.VII's only) and work numbers. The work numbers were largely present on all the struts, tail, rudder, ailerons, and tailplane. None of these smaller stencils are included, and also they were written in a particular style of text (judging from my references). Not being able to find any of the correct style, I chose (reluctantly) to omit them, but thought I'd mention it here anyway. In addition, some of these stencils were written in black whereas others were white. An in depth description of the stencils used on D.VII's is given in the windsock anthologies.



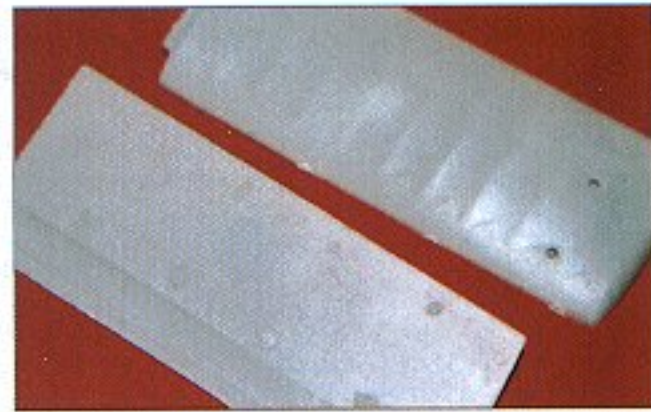
The Spandau machine-guns have been completed and the etched blast plates have been added.



The machine-guns of the preserved D.VII.



Both tailplane support struts have been added, and the rudder control horn can be seen



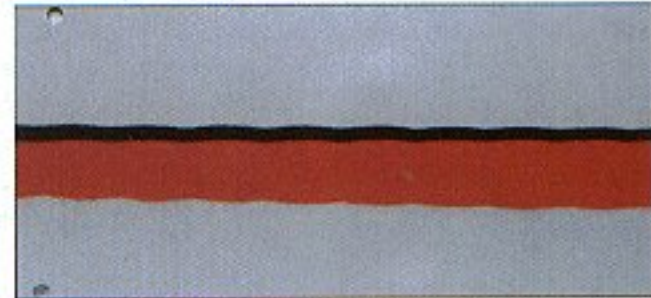
The lower wings showing the injection stubs. The 'sawtooth' leading edges can just be seen



The top half of this wing had been thinned down. Can you see how much by?



Now the trailing edges looked nice and thin



The scalloped trailing edges of the lower wings. Halfords grey primer and glass varnish have been applied.



The completed lower wings...the lozenge looks nice and is far from easy but I got there in the end!



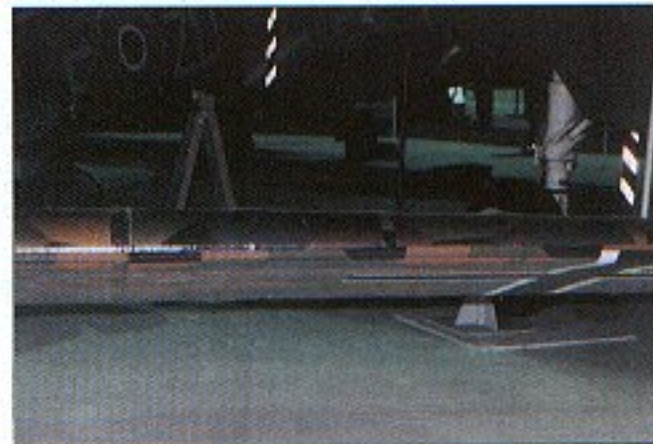
The top wing showing the aileron. Here can be seen the rib detail but notice how the rib tapes have become too dark?



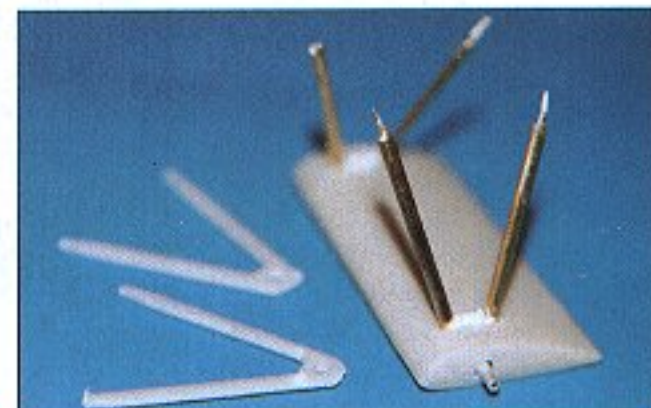
This photo shows the 'real' lozenge. See how the rib tapes are exactly the same colours as the rest of the fabric and not darker! This was due to the fact that the tapes were cut from the same sheet of fabric.



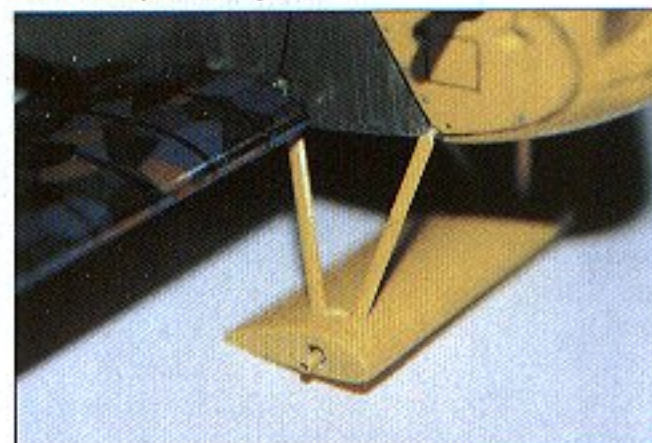
The upper and lower lozenge decals and rib tapes must meet exactly with no overlaps to look right.



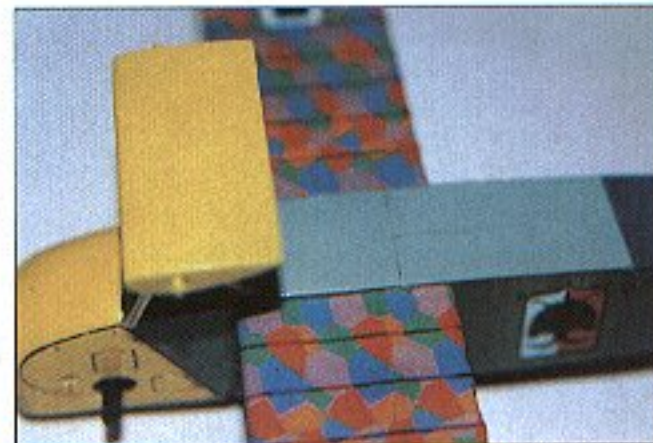
Here is a shot of the leading edge of the real thing.



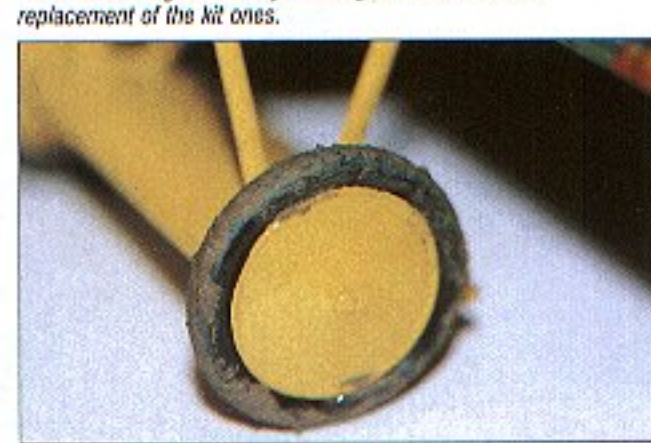
The undercarriage assembly showing the brass struts as replacement of the kit ones.



The undercarriage in place and painted yellow to match the rest of the nose



A view of the underside so far.



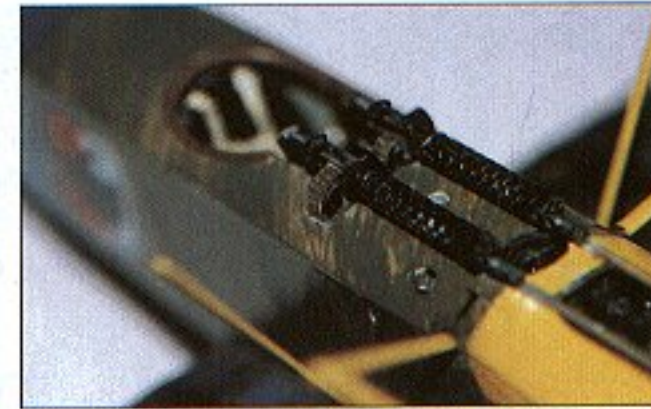
The muddy 'wheels'



The centre section struts have been added



A front view of the centre section struts



Both ammunition belts have been added

Anyway, back to the model. The footstep and lifting handles were added to the fuselage and were made from brass wire. The lower surface of the fuselage was not totally devoid of detail as it had a noticeable seam where the fabric sections were stitched together. This was carefully cut in lightly using a scalpel. Now the upper wing was attached by placing it in the correct position (with all the struts located in the holes in the lower surface of the wing), and thin superglue applied on the end of a cocktail stick. Within seconds the glue had dried, and to round off, the aileron control cables were added from stretched sprue.

All that was missing now was the propeller, and it has been said that the kit propeller is actually shaped like neither of the variations commonly used. I realised that the kit propeller just didn't look right as it looked too 'straight'. The only way around this was to correct the shape using Milliput as best as I could using the references I had at hand as a guide. Reshaping the propeller started with adding the Milliput to the areas that I thought needed it, mainly on the leading edge of each blade. Once this had cured, some thin superglue was applied to secure the Milliput in place better.

After some careful sanding, a better representation of the propeller resulted. Once a coat of white was applied as a base coat, the prop was painted flesh followed by a light application of a light brown to give a 'wooden' appearance. Using a finer brush, another coat of brown was applied in stripes to simulate the laminations of the real propeller. I still had my doubts about the accuracy of my prop, but it looked much better than straight out of the box! After securing the nice etched propeller boss, the prop was simply pushed in place. After the addition of the radiator cap and a coat of semi-gloss varnish, the model was complete...one finished 1/32nd Fokker D.VII...lovely!

Conclusions

This kit is definitely limited-run in nature and as a consequence, some of the parts look a little rough around the edges. The injection gates are quite thick and there are numerous injection stubs to remove. If you can look beyond these points, it is very clear to see that this kit excels in the finer details such as the wing leading edges, portrayal of the wing and tailplane ribs, fuselage contours, and general accuracy. In this respect, it must be at least one of the very best Fokker D.VII kits on the market so far.

What the modeller is presented with here is an excellent foundation of a 1/32nd Fokker D.VII, and although there are some flaws (4mm short in the tail and the engine opening for example), none of these would be particularly difficult to rectify. Straight from the box, this model can end up to look great, and with some extra work I am sure it could be a real winner as this scale gives scope to really 'go to town' with superdetailing. I opted to put in some 'extras', and although not perfect, I hope this article gives the reader an idea of what the model builds into, and how. I was happy with the end result and it is a very nice addition to my WW1 collection. Besides it was my first 1/32nd scale model for some years!

Having made this kit here in this article, I have only one real concern and that is the lozenge decals. Although they look fine (to me anyway!), they are very brittle, don't like to be moved around, and due to their translucence they must be cut to EXACTLY the right size. This proved none too easy and I would say that these had to be among the most difficult decals I have ever worked with. I am not sure whether my experiences were due to a 'bad batch'...I hope not as the rest of the kit is superb. Maybe Battleaxe have tried to be clever in producing translucent lozenge decals as this would allow the base coat of paint to change the overall tones of the colours depending on personal choice with a



view to accuracy (the colours used in lozenge fabrics has long been debated!). I commend them for this as it is an original idea, but I am confident that most modellers would prefer opaque decals. I understand that Battleaxe will be marketing these decals separately so there will be a good chance of easily obtaining a second set if the first attempt is less than you're happy with!

My advice here is: don't be deterred from buying this kit/aircraft if it really takes your fancy. If you are not too sure about the decals due to the problems I have highlighted here, construct the wings early on and apply the lozenge before painting the fuselage. This way, if the lozenge doesn't work out, you can still use another colour scheme from your references for example.

The other version in the kit has less

lozenge and there were some D.VII's that never had any at all. Two styles of nose panel are provided so there is some extra scope for doing this as that allows either an early version or later one. Having said that, if you can persevere with these decals, you will be rewarded with nice lozenge and a great feeling of satisfaction due to your perseverance! That said, it is also possible that the problems may well have been rectified by now, but this is something I cannot confirm unfortunately.

There were many variations of the D.VII (primarily dependent on the makers, Fokker or OAW) and the number of permutations is quite involved. If you really want to get it right, then I can recommend the Windsock Anthologies as essentials as they are truly superb references.

I can recommend this model to intermediate modellers and above as the limited run side of things could prove to be a little tricky to the inexperienced and as mentioned earlier, the real test in this kit lies with the lozenge decals which was frustrating at times. I am sure the more experienced modeller would enjoy this one, particularly any WW1 aircraft fans.

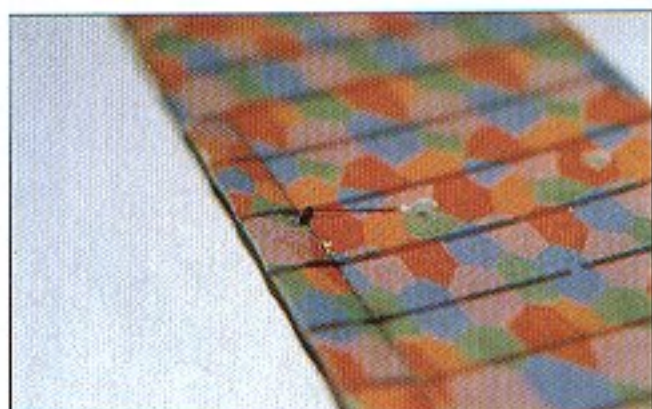
The Fokker D.VII is one of my personal favourites, and I spent many (generally) happy hours making this model. The end result captures the looks of the real aircraft beautifully and when they release the later version of the D.VII, I'll be sure to get one...despite its problems, this is a great kit!

My thanks to Battleaxe for the review sample, and to the Editor for kindly supplying me with the references.

Nick J. Wigman

References
1. Fokker D.VII Anthology Nos. 1 & 2, Albatross Productions
2. Windsock International, Vol 17, No 5.





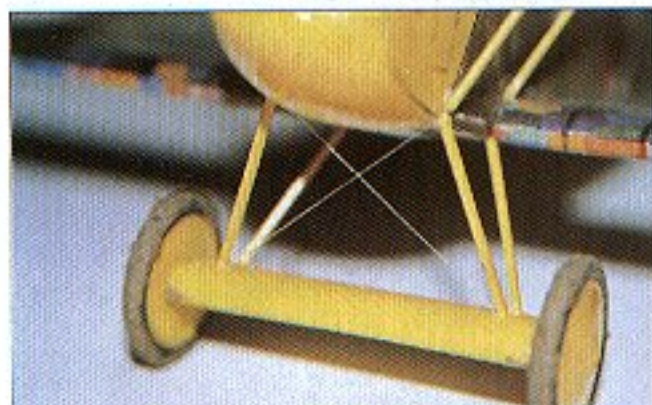
The aileron control horn and cable



The bracing wires have been added to the tailplane and hinges have been added to the rudder



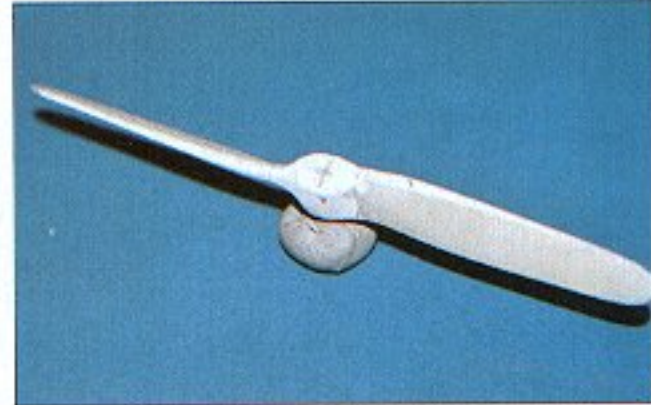
The tail of the preserved D.VII. Note the work numbers on the vertical tail, rudder, and tailplane



The bracing wires of the undercarriage



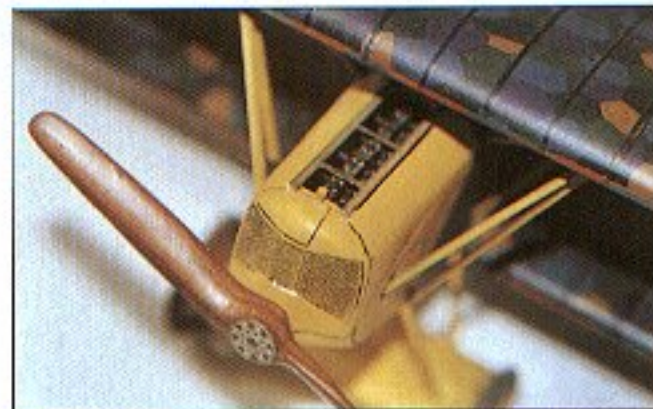
The upper wing went on with ease and the aileron control cables were added from stretched sprue



I used Milliput to try to correct the shape of the kit propeller. Here's the end result of the re-shaping



The propeller of the preserved D.VII



The propeller in place



The nose section of the real D.VII



The cockpit area of the completed model. Due to the size of the model, and of the cockpit opening all the details are clearly visible.



Another view of the cockpit area.



Another view of the cockpit area, this time from the other side



The perforated machine gun barrel jackets can be seen here



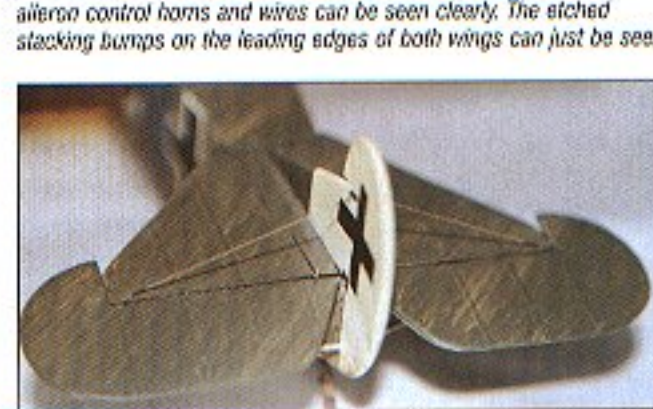
The wing 'W' struts were made from brass Strutz (for the two almost parallel members) and contrail struts (for the angled section). The aileron control horns and wires can be seen clearly. The etched stacking bumps on the leading edges of both wings can just be seen



Here can be seen the gunsights



The nose of the completed model



The tail section of the completed kit...shame about the absence of the work numbers!



Here are a few of the many work numbers on the real aircraft. These markings are typical of almost all D.VII's.



Nimrod

The Mighty Hunter



Hawkers' 1931 Naval Biplane Fighter A restoration project and a modelling project

A New Naval Fighter from Hawker

The radial-engined Hoopoe of 1927 was Hawker's first attempt at a single-seat shipboard fighter. Despite the excellence of this private venture and the obvious need to find a replacement for the Fairey Flycatcher, the Hoopoe failed to win a production order. Even so, the Hoopoe lived on in two lines of development. One, through the ill-fated Hornet, led to the classic Hawker Fury. The other, continuing the quest for a naval fighter, led to the Nimrod.

Initially known as the Norn (a contraction of Naval Hornet), powered by the Rolls Royce Kestrel II supercharged, V12 engine, the new fighter was to be over 70mph faster than the Flycatcher at around 12,000ft and could reach 10,000ft in little over six minutes against the Flycatcher's time of nearly 19 mins. All this meant that by 1930, even the Air Ministry and Fleet Air Arm of the Royal Air Force realised that the venerable Flycatcher's day was over. Accordingly, Air Ministry Specification 16/30 was drafted around

the aircraft by now known as the Nimrod.

The first prototype to this official standard (S1577) had its maiden flight on 14th October 1931, being tested at Brooklands by Hawker test pilot 'Gerry' Sayer. The first production aircraft (S1578) followed by the end of the same month. Fifty-six Nimrod Is were built before design refinements led to specification 11/33 and the swept-wing Nimrod II.

Initially, Nimrod Is replaced the Flycatchers of Nos. 402, 408 and 409 Fleet Fighter Flights, later serving with No.800, 801 and 802 Naval Air Squadrons. Each of these Squadrons operated a mixture of two flights of Nimrods and one flight of Hawker's new two-seat reconnaissance fighter, the Osprey. These squadrons were embarked aboard HMS Courageous, Furious and Glorious, respectively.

Nimrods served with No.802 NAS aboard HMS Glorious up to May 1939. Although replaced in frontline service by Skuas and Sea Gladiators, Nimrods continued with training schools and



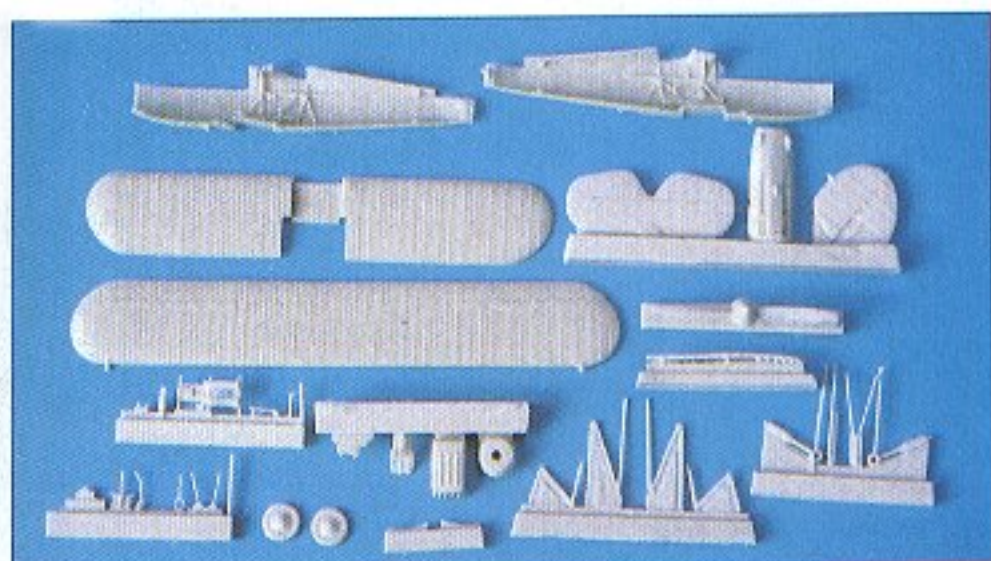
squadrons, finally being declared obsolete in July 1941.

A Survivor and a Reconstruction

Built in 1931, the aircraft bearing the manufacturer's serial 41H.43102 was one of the initial production batch. Although the aircraft's seven-year service history is sketchy, log book entries and photographs show that it served with No.802 NAS aboard HMS Glorious up to 1938, latterly bearing the squadron code 573. The last 1938 log

book entry relating to the aircraft records it suffering a landing accident in Malta.

How the damaged machine returned to the UK from Malta remains a mystery, but in the early 1980s its remains were discovered in Colleys' scrapyard at Hounslow, West London. Traces of brown and green camouflage paint on the fuel tank suggest either that the Nimrod was repaired and returned to service, or, perhaps more likely, that it survived the war years as an airfield decoy. Since



Colleys were the official scrap dealer to Hawkers, just down the road at Kingston-On-Thames, it seems likely that it was returned to the manufacturer at some stage, before disposal.

The Nimrod's remains were discovered by a private collector and subsequently passed to the RAF Museum. The museum, in turn, exchanged the fuselage for a set of Bristol Bulldog wings with Viv Bellamy of Lands End Airport. Mr Bellamy used the fuselage as a pattern to build a Fury replica. The fuselage, together with other Hawker parts, were finally purchased by Historic Aircraft Collection Ltd, who also located and acquired the wings, which had stayed at the RAF Museum.

By the time the surviving parts were gathered at the West Sussex workshops of Aero Vintage, they were in a 'very rusty and poor condition', little more than a heap of scrap. Considering what they had been through, not surprising! Among the remains, one of the few recognisable parts was a brass dataplate attached to the oil tank. This confirmed that the aircraft was completed on the 10th Dec. 1931. The FAA practice of painting codes on major components also confirmed that this was S1581.

Fortunately, being a naval aircraft, the

Nimrod was liberally furnished with stainless steel and aluminium components, all of which promised that, despite appearances, a restoration would be possible.

There now began an eight-year jigsaw puzzle (a sobering thought for us modellers!), the first two years of which were mostly consumed in researching the complexities of the Nimrod's detailed construction. The high tensile steel tube framework of the fuselage and the polygonal rolled wing spars were just two examples of the problems to be overcome.

Meanwhile, a Kestrel V engine was located and shipped in from Australia (slightly more powerful than the Kestrel II) to serve as the powerplant.

What seems more like a resurrection than a restoration project was finally completed in the summer of 2000. The first flight of S1581 '573' since 1938, took place on the 7th July 2000 at RAF Henlow.

Unfortunately, minor mechanical problems, first with the brake hydraulics then with the carburettor, have meant that this, the only flying example of a Hawker biplane fighter, has not appeared on the airshow circuit as much as perhaps could be wished. At the time

of writing, the plan is to exchange the Nimrod for a Hurricane with the Fighter Collection. May the new owners keep those silver wings in the clear blue yonder for many years to come! (As far as we are aware this deal is now confirmed, and the Nimrod appeared at the recent Flying Legends event at Duxford in July 2002 and will soon join the TFC fleet - Ed)

A Model Project Begins

I first saw the restored Nimrod, S1581, in a magazine article, which appeared in the spring of 2001. Although it was definitely a case of 'love at first sight', it was not until several weeks later that I read of the release, by CzechMaster Resin, of their 1/72 kit and I knew that a model project was definitely 'on'.

When my little parcel arrived from Hannants, I was delighted to see that the artwork and decal sheet featured the restored aircraft. It was now that I decided that a closer look at the 'real thing' was called for and wrote to Guy Black at Historic Aircraft Collection to seek permission for a close-up photographic session. Fortunately for me, Guy could not have been more helpful. So, in the school summer holidays, 2001, I set off for Duxford

with youngest son as camera bearer. I have always loved to be in the close proximity of real aircraft and this was something special. All the Hawker biplanes of the 1930s have that intrinsic beauty and grace (like the Spitfire) of a superbly designed functional machine. Added to this, at close quarters, the quality of engineering in each component just took my breath away. I hope that the photographs that I took will give you some idea of what I mean.

Meanwhile, back at the workbench, it was time to take a closer look at the kit.

The Kit

This superb little resin kit is of the hollow cast type, at which our European friends seem to excel. The fuselage is in two halves and the other components are on sprues, all very much like an injection-moulded kit. The whole comes with three A4 instruction sheets, fronted by a nice piece of colour artwork depicting S1581 '573' in No.802 NAS/HMS Glorious colours from 1935. All of this is sealed in a poly-bag. I do think a kit of this quality (and price) deserves better protection. How about some nice stout boxes, CzechMaster?

Instructions



Two sides of one A4 sheet are taken up with good, clear, exploded views showing the recommended assembly sequence. Both sides of the second sheet and one side of the third contain useful scale plans showing colour references and decal locations.

Written instructions, which appear in Czech and English, are kept to a minimum.

Construction

The cockpit components, including the unusual control panel, were pre-painted then fixed into one fuselage half. There is also very nice moulded cockpit wall detail to paint at this stage. I drilled small holes and after anchoring inside the fuselage, fed through lengths of fine nylon monofilament for rudder and tailplane control wires and flying wires. The fuselage halves were then joined together. Now the lower wing, tailplane, fin, rudder and engine casing were fitted. A little filler was needed at this point.

I felt that the taped seams of flying surfaces were a bit exaggerated and took these down with some very fine wet and dry until I was satisfied with their appearance. Next I drilled the upper and lower wings to take nylon monofilament landing wires.

I photocopied the scale front elevation onto thin card and cut out appropriate shapes to hold the cabane and interplane struts in the correct position for gluing. This is a nice easy

way to make jigs and templates.

Radiators, undercarriage and arrestor hook were now added. You will need to scratchbuild a windscreen from a piece of clear plastic, and cut some tailplane support struts. To these parts I added radio masts and wires together with a tail horn balance, pitot head and a few other little bits and pieces picked up on from my photographs.

Accuracy

My references give the Nimrod's span as 33ft 6 1/4in (10.22 metres) and overall length as 26ft 11 3/4in (8.235 metres). The CzechMaster drawings and the model are just a shade under this (about 3in or 75mm. That's good enough for me.) What matters is that the proportions are right and the model has those unmistakable magic Hawker lines.

Colour Options

The paint scheme is the same for all three aircraft offered on the decal sheet. Wings and other fabric surfaces are aluminium dope and the metal areas around the nose are Cerrux Grey. (FS. 16440) The propeller was painted Sea Grey with yellow tips and the spinner and outer wheel hubs were in the appropriate carrier identification colour.

Decals

The decal sheet, printed by MPD, is of excellent quality and registration. Both the shade of red and blue used are

perhaps a bit dark for the inter-war years, although they do seem very close to those used on Historic Aircraft Collections' reconstruction of S1581. The aircraft depicted are:

- K2826, No.801 NAS from HMS Furious, with red identification band (N.B. the band has to be painted) and red and white upper wing chequer.
- K2830, No.800 NAS from HMS Courageous, sporting blue identification
- S1581 of No.802 NAS from HMS Glorious with those smart yellow bands.

The decals went on well, with no problems and settled nicely into a couple of coats of 'Klear'.

Conclusions and Recommendations

Apart from being a superb little model in its own right, this type of resin kit is ideal for anyone accustomed to injection moulded kits. If you don't like super glue, you can always use five minute epoxy.

No doubt resin dust is not good for your lungs. I try to make as little as possible. I cut when I can, scrape when I can't and only sand as a last resort. Use wet 'n' dry in the wet state and dispose of the residue before it gets a chance to dry and turn to dust. If in doubt, wear a mask.

The 'Silver Wings' era of British aviation is very elegant and satisfying to model and collect. You could not ask for a better demonstration of why than this little Hawker biplane.

S 1581- A Final Word

It is tempting to think of the Nimrod and those other Hawker biplanes as a beautiful, superbly engineered but obsolete backwater in the face of the development of the multi-gunned monoplane fighter, which began to emerge in the 1930s (ironically, Willy Messerschmitt's prototype Bf 109, like the Nimrod, had a Rolls Royce Kestrel engine). It should be remembered, perhaps that it was amongst these silver wings that Sydney Camm gained the knowledge and experience to produce the Hurricane, and later, much more. It may be in this historical context that the Nimrod best lives up to its Biblical epithet: "Wherefore it is said, Even as Nimrod the mighty hunter before the Lord." (Genesis 10 vs. 9)

Acknowledgement

I would like to express my thanks to Guy Black, of Historic Aircraft Collection Ltd/Aero Vintage, not only for permission to photograph his superb aircraft close to, but also for his continuing interest in the model project and help with this article.

Neil Pinchbeck

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AVIA VOL 8 ISSUE 11



Book of the Month

The Bristol Blenheim - A Complete History

by Graham Warner

Price: £34.99

ISBN: 0-947554-92-0

Publisher: Crécy Publishing Limited

Format: 195mmx250mm, 640 page, hardback with separate dust jacket

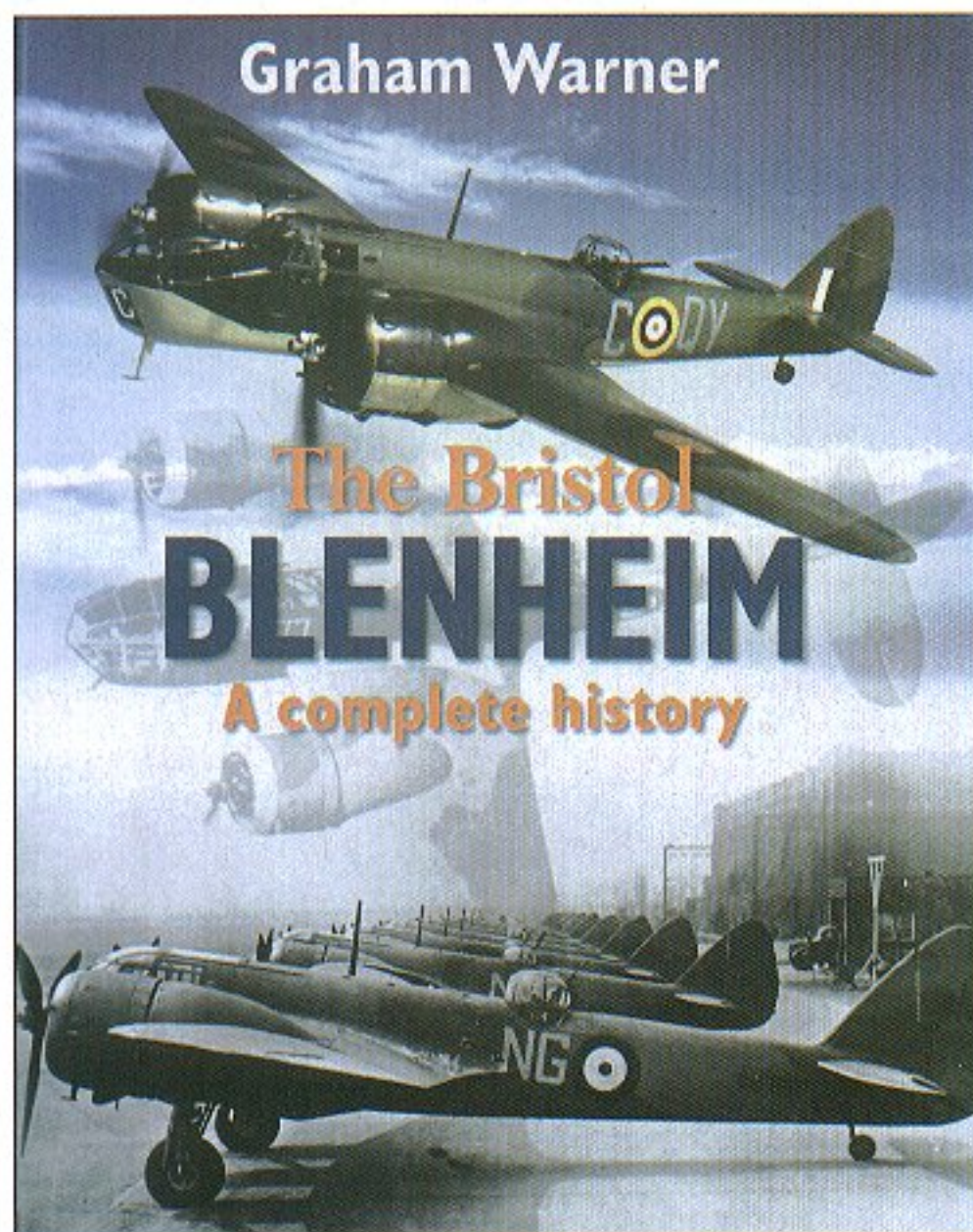
This new title from Crécy rightly deserves the 'Book of the Month' accolade, as it is one of the most comprehensive histories you will ever see. Many of you will know the author, as the painstaking restoration of two Bristol Blenheims (Bolingbroke) by his British Aerial Museum of Flying Military Aircraft team are well documented in his previous books; *The Forgotten Bomber* and *Spirit of Britain First*.

This new title on the Blenheim in general is impressive in both the sheer size (640 pages thick!) and the depth of information it contains. The narrative starts with a chapter giving background to the Bristol Aeroplane Co. and this is followed by a chapter that looks at development prior to the arrival of the Blenheim, and then by a

look of its predecessor, 'Britain First'. Chapter four deals with the production of the Blenheim and is followed by the first chapter dealing with the service use of it. The appendices to this chapter list the rate of Blenheims delivered to No.90 Squadron and the fates of the seven replacement aircraft issued to the squadron. Initial losses in service prior to August 1938 are covered in chapter six, with details of these losses in its accompanying appendix. Chapter seven charts the last year of peace prior to WWII.

Chapter eight marks the beginning of the second part of this title and deals with the wartime service of the type. The next fourteen chapters chart its use during the September 1939 to 1942 period with extensive appendices for each chapter charting losses during various operations and time periods.

The third part of this title runs from Chapter 22 to 30 and covers the use of the Blenheim in the Middle and Far Eastern theatres. North Africa, Greece,

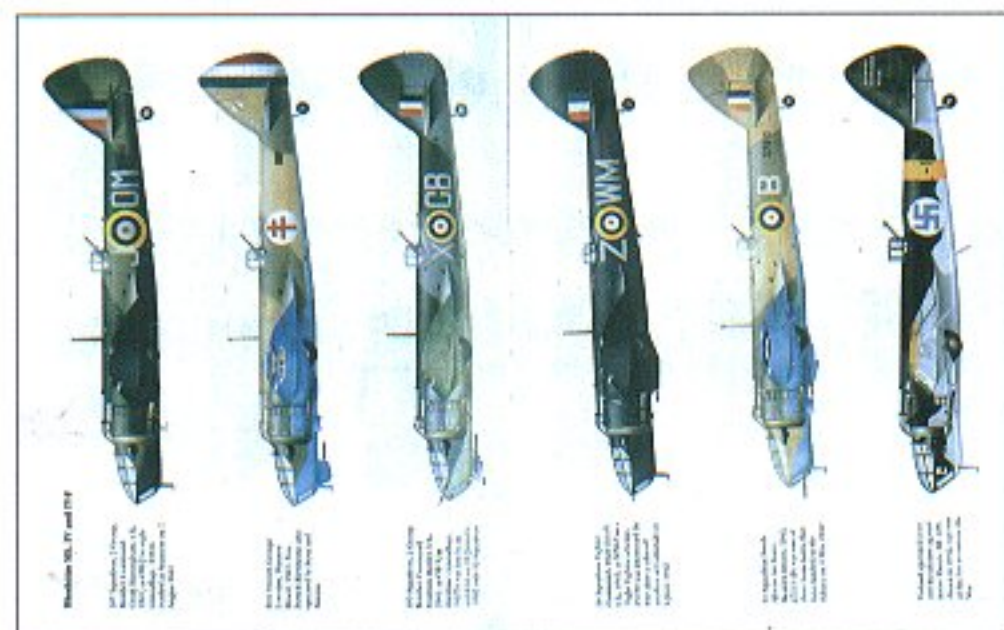


the Balkans, Yugoslavia, Crete, Iraq, Syria, Iran, the Western Desert, Malta, Tunisia, Malaya, Singapore, the East Indies, Burma, Ceylon and India are all covered with detailed appendices once again charting losses in these areas.

The final section of this book comprises just chapter 31 which deals with the secondline use of the Blenheim in the support and Flying Training Units. The extensive appendices with this chapter list all the support and Flying Training Units and their bases, along with losses they suffered from the 1st January 1943 in each theatre of operation.

What can I say about this title, the quality and depth of the coverage make it a 'must' for anyone interested in the type, RAF operations in general or specifically in the Blenheim. For the modeller it offers a wealth of information because it is illustrated throughout with period black and white photographs. With 600+ pages though, you may find yourself doing more reading than modelling with this one, it will be that difficult to put down once you start!

My thanks to Crécy Publishing Ltd for the review sample



FH/F2H Banshee In Action

by Jim Mesko

Price: £7.99

ISBN: 0-89747-444-9

Publisher: Squadron/Signal Publications

Format: 210mmx280mm, 50 page, laminated card cover

This is the latest addition to the 'In Action' series and is offered in the standard style and format of other titles within that series. The text charts the development and service use of both the FH-1 Phantom and F2H Banshee and each chapter is broken down to cover a specific series of these aircraft types. Each chapter is illustrated with a mass of

clear, period, black and white photographs, as well as drawings covering such things as design and equipment changes. The centre pages offer colour side views of ten machines. This is another excellent In Action title which, although not as detailed as some other titles on specific aircraft types, is a useful single-point reference title.

Our thanks to Squadron/Signal for the review sample. UK modellers can obtain this range from specialist bookshops, or in the event of difficulty, from Pocketbond Ltd.



Staaken R.VI

by P.M. Grosz

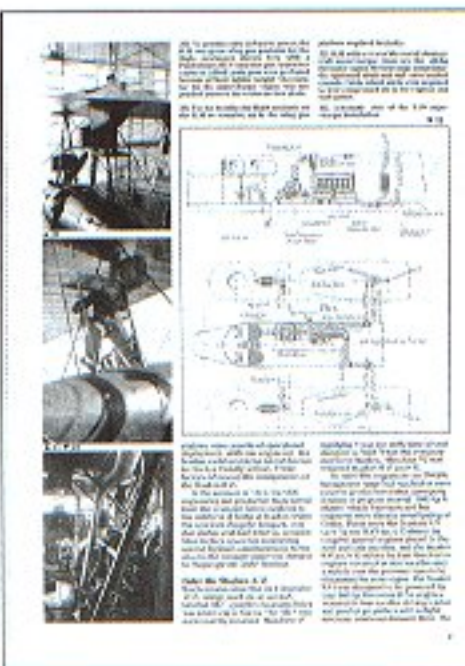
Price: £9.50
ISBN: 1-902207-50-5
Publisher: Albatros Productions
Format: 210mmx297mm, 36 page, laminated card cover

This is the latest title in the Windsock Datafile series and it (No.95) deals with one of the Germany's 'Giants' of WWI. Written by German aircraft authority P.M. Grosz, it is presented in the usual Windsock Datafile format with the detailed narrative text being heavily illustrated with period B&W photographs. The title also uses quite

a few illustrations from the official manual, which are extremely useful for the modeller. Due to the size of this subject, the scale plans in the centre pages of this title are only offered at 1/72nd scale, but are as good as ever. A detailed section on camouflage and markings and a comprehensive list of all the kits of the type complete this title.

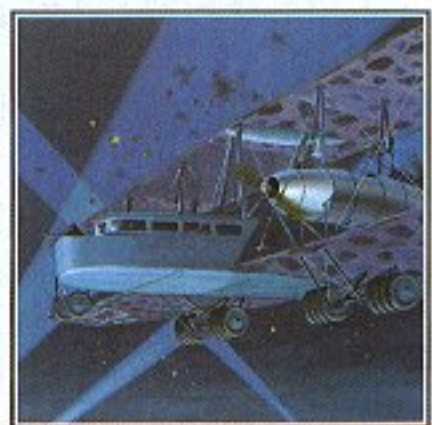
This is another title from Albatros that is ideal for WWI fans, and one we can therefore highly recommend to them.

Our thanks to Albatros Productions for the review sample.



STAAKEN R.VI

By P M Grosz



WINDSOCK DATAFILE 95

Avro Shackleton

by Barry Jones

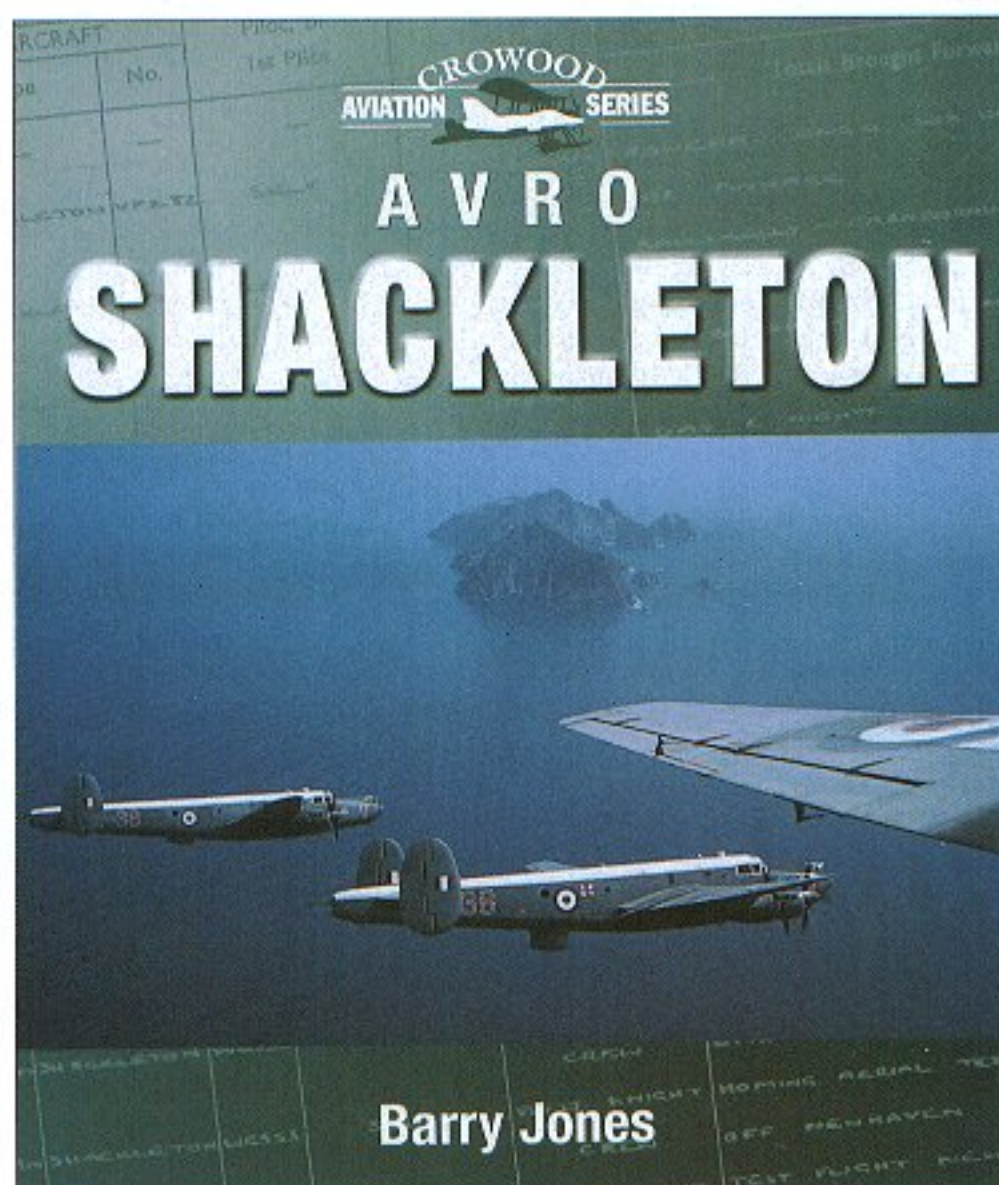
Price: £29.95 (\$44.95)
ISBN: 1-86126-449-6
Publisher: The Crowood Press
Format: 225mmx285mm, 192 page, hardback cover with separate dust jacket

This is the latest edition in the Crowood Aviation Series and is similar in style and format to all the other titles within this series. The narrative text deals with the development and service use of the Shackleton. The first two chapters take a look at ASV operational development in both pre-war and wartime service, plus a look at the development of the Manchester through Lancaster to Lincoln and finally the Shackleton. The remaining chapters cover a different aspect in the type's history kicking off with a look at the Mk I and its derivatives. This is followed by chapters on the operational use of the Mk 2 from 1951 to 1972. The nose wheel-equipped MR.3 is covered

next, followed by coverage of the South African Air Forces use of the type. Operations in Cyprus, for 'Operation Musketeer', in Rhodesia, Arabia, the Far East and Indonesia are all covered, as is the use of the type during thermonuclear tests, endurance flights and the use of certain airframes for testing engines etc. Chapter nine takes a look at AEW operations, and the use of the Shackleton in this role as a 6,848 day 'interim solution'. The appendices lists all Shackleton squadrons, production and conversions.

This is a concise and very informative title that can be recommended to all fans of the 'Shack' as it has a lot of clear, unusual and very useful photographs within it, including a section in colour in the centre.

Our thanks to The Crowood Press for the review sample.



Messerschmitt Bf 109

by Gregory Alegi

Price: £12.95 (US\$23.00)
ISBN: N/A
Publisher: La Bancarella Aeronautica
Format: 210mmx290mm, 78 page, laminated card cover

This is the first in the 'Ali Straniere in Italia' monograph series and it deals with non-Italian designs operated by the Italian Air Force. This first one charts the use of the Messerschmitt Bf 109 by both the Regia Aeronautica and ANR. The text is in both English and Italian and is supplemented with lots of clear

period B&W photos of the type. The title is basically split into a 50/50 of colour and black and white pages and on the colour pages there are forty-four excellent colour side profiles of various Italian operated Bf 109s. The last section includes a complete list of every Bf 109 operated by the Italian Air Force and there are also three-view plans for camouflage demarcation and patterns applied to the type throughout its service. The inside back cover includes a full set of RLM colour chips, although these are

printed and therefore not suitable for colour matching due to the nature of modern colour printing.

This is a real 'must' for both Italian Air Force and Luftwaffe fans. Don't miss this one!

Our thanks to La Bancarella Aeronautica for the review sample. UK modellers can obtain this range from The Aviation Bookshop and Midland Counties Publications.



RAAF Colour Schemes & Markings - Aviation History Colouring Book Nos.47, 48 & 49

by Ian K. Baker

Price: £TBA
ISBN: N/A
Publisher: Ian K. Baker
Format: 297mmx210mm, 36 page, card cover

The first title in this batch (No.47) covers the subject of RAAF colour schemes and markings from the late 1920s to the early 1940s. This title is in fact a limited edition compilation of Aviation History Colouring Books 1 to 9. These cover the Westland Wapiti, Bristol Bulldog, Hawker Demon, RAAF roundels, tail stripes and other markings, Commonwealth Aircraft Corporation camouflage patterns and the CAC Wirraway in three parts.

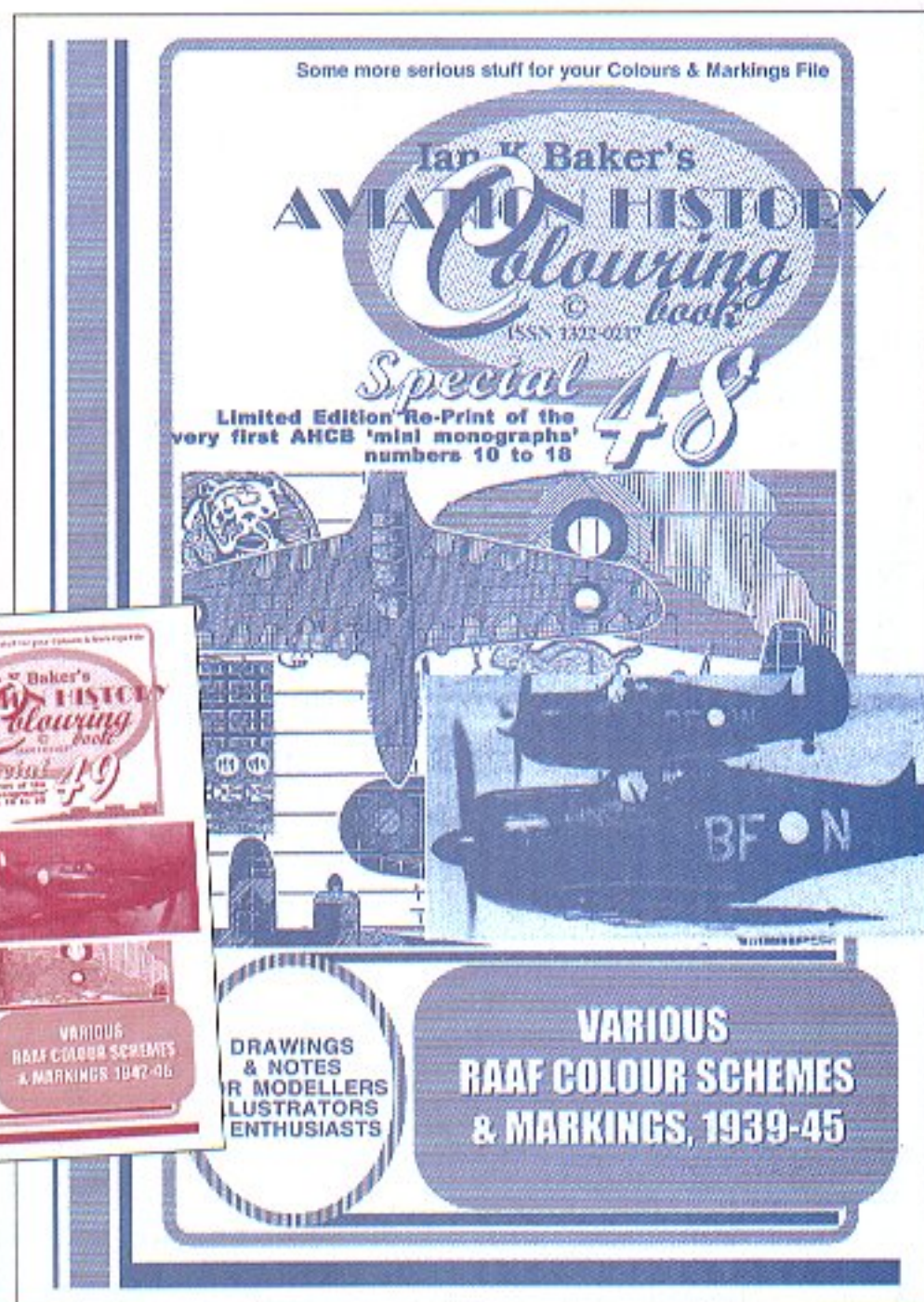
The second one (No.48) is entitled Various RAAF Colour Schemes and Markings, 1939-45. This is a compilation of Aviation History Colouring Book Nos 10 to 18. These covered the CAC Boomerang, Avro Anson, DAP Beaufort, Curtiss P-40 Kittyhawk and Supermarine Spitfire. Each of these subjects, bar the Spitfire, are covered in two parts.

The final title, No.49, is also entitled Various RAAF Colour Schemes and Markings, 1942-46. This is a compilation of Aviation History Colouring Book Nos 19 to 25. The types covered include the second part of the coverage for the Spitfire, and update to the previous editions (No. 1 to 19), Consolidated Catalina, Dornier

Do 24, Douglas DC-2, DC-3 & Dakota, Vultee Vengeance, Bristol and DAP Beaufighter and the DH Mosquito.

If you missed any of the previous titles in the No.1 to 25 batch, then this is your chance to get them once again, although these reprints don't include the actual colour chips seen in the originals.

Our thanks to Ian K. Baker for the review sample. Modellers in the UK can obtain copies from Mushroom Model Publications or Ian Allan Bookshops, while those in the USA should contact M&Models. All other enquiries worldwide should go directly to the publisher.



Cross & Cockade 2003 Calendar

I know this is not a book, but I thought that many of you would like to know about this calendar. It features a single page per month with full-colour artwork, is spiral-bound and is of the highest quality. If you would like one of these for the wall of your model room, then contact:

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NATO Air-Launched Weapons

by Jeremy Flack

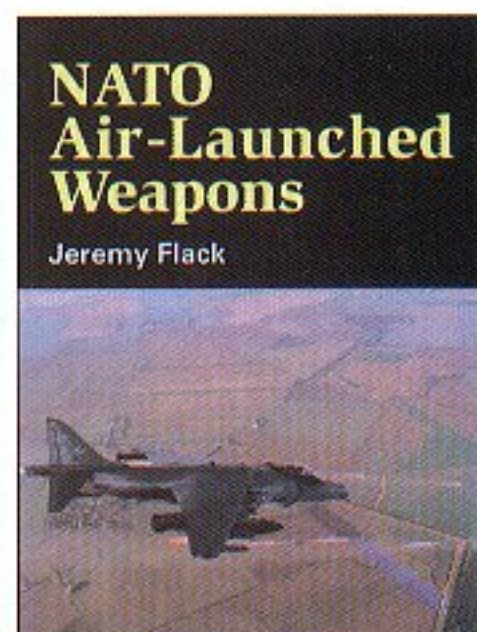
Price: £14.99 (\$21.95)
ISBN: 1-86126-501-8
Publisher: The Crowood Press
Format: 190mmx260mm, 112 page, laminated card cover

photographs should help you correctly paint and mark any weapon currently carried by NATO aircraft.

Our thanks to The Crowood Press for the review sample.

This is an excellent title that takes the form of a 'spotters guide' for NATO weapons. The entries are listed alphabetically, with clear colour photographs coupled with technical specifications. These are further broken down into sub-sets, comprising air-to-air, air-to-ground and maritime weapons and the book has been updated with a listing of 'new' weapons that have not yet been adopted for service in NATO. The appendices list all Russian weapons and their NATO codenames.

This is an excellent little title that is a 'must' for all modellers interested in modern aircraft types. The technical data coupled with the clear, detailed colour



Lancaster Update

Dear Sir,

Just to say how much I enjoyed the Airfix Avro Lancaster article (Vol. 8, Iss. 10) by Angus McDonald. Referring to part no. 67 in the kit, this is a representation of the lowered 'window' distribution box, to enable the metallised paper strips to be distributed, thereby producing false echoes to trick enemy radar.



The Lancaster in question, SR-W was also fitted with ABC (Airborne Cigar) radio jamming equipment with two large aerials on top of the fuselage and one below the nose*.

'Oor Wullie' (not mentioned in the article) and being painted on the portside below the cockpit refers to the cartoon character from The Sunday Post, probably indicating that at least one of the crew was a Scot. Thanks again for an excellent article.

J. Crier
Address supplied

*See P.30 Lancaster at War Pt 1, Pt 2. A Lancaster Mk II, with Bristol Hercules engines would also make a fine project.
There is also a very clear photo of the window chine on page 139 of Bomber Command 1939-45 by Ian Carter which is a compilation of Imperial War Museum photographs. The one mentioned being Ref No. PM119152.

Cavalier Mustang Update

Dear Sir

I have recently received a copy of the July edition (Vol.8 Iss.7) and it is yet another fine issue. I particularly liked the Cavalier Mustang conversion article. I worked on the Piper modification when Lockheed Ga./Piper tried to sell it as a COIN aircraft. I have a model of this one made from a Hawk/Testor kit. One error that Frank Cuden made when he referred to the



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Readers' Feedback

The views expressed in this column are not necessarily those of the Group Editor or publisher. Reader's address details must be supplied but we will only publish them if the letter is considered to be a request for assistance or further correspondence from the readership.

This page will be used to publish letters we receive from the readership that relate to articles previously published in this magazine. These letters will add, update or revise such articles.

Piper machine was to call for two exhausts. In fact the engine exhausts were much the same except that

Piper's was on the port side. The cowling forward of the cockpit on the Piper aircraft was almost the same as the basic P-51D, although the type did have a different spinner.

Keep up the good work.

W. Bill Ford
Via Email

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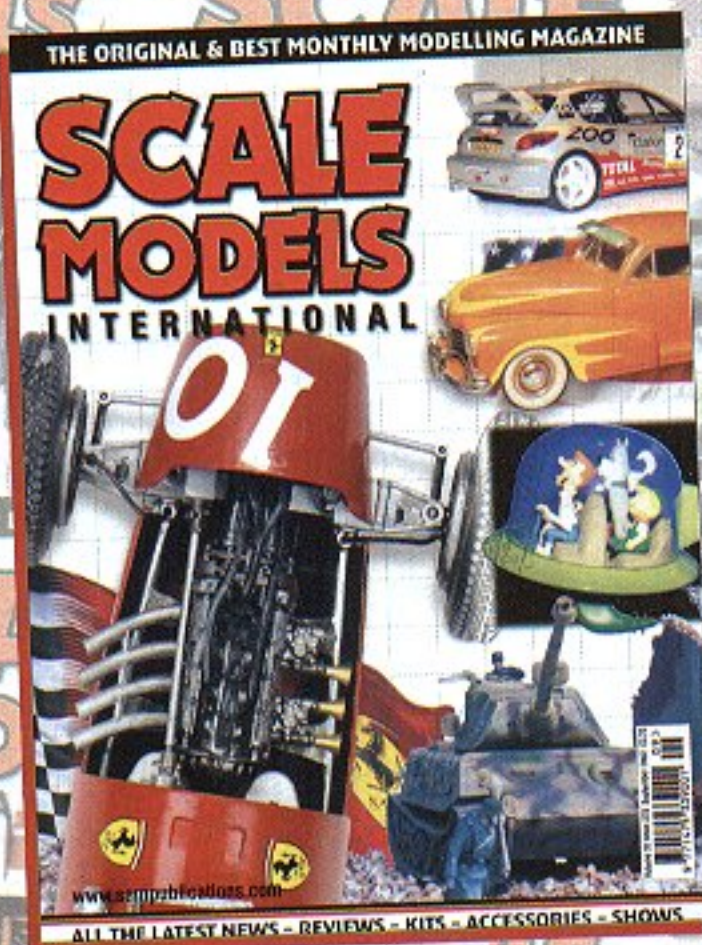
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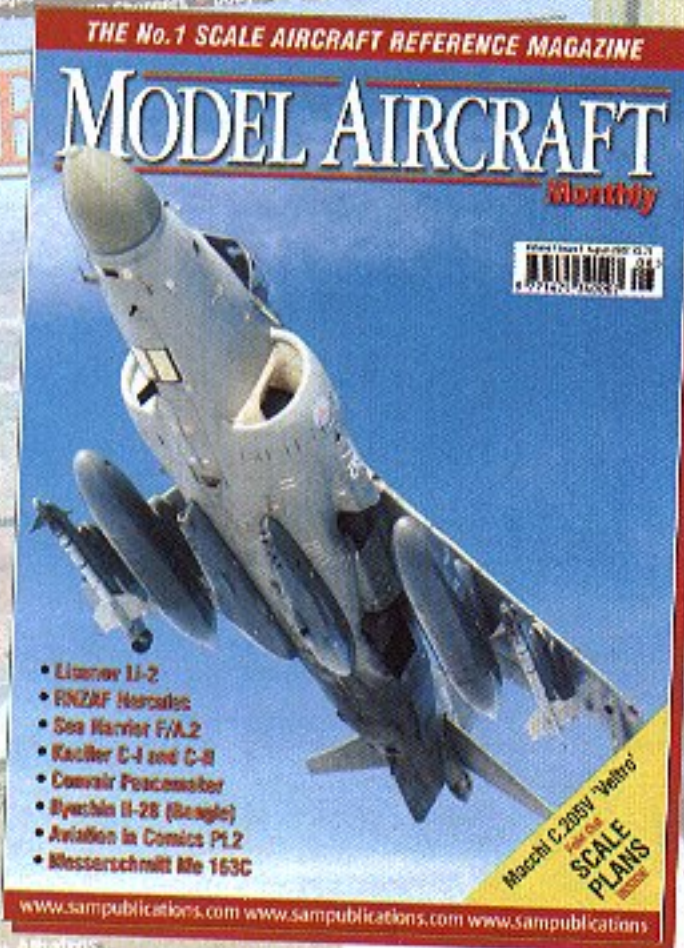
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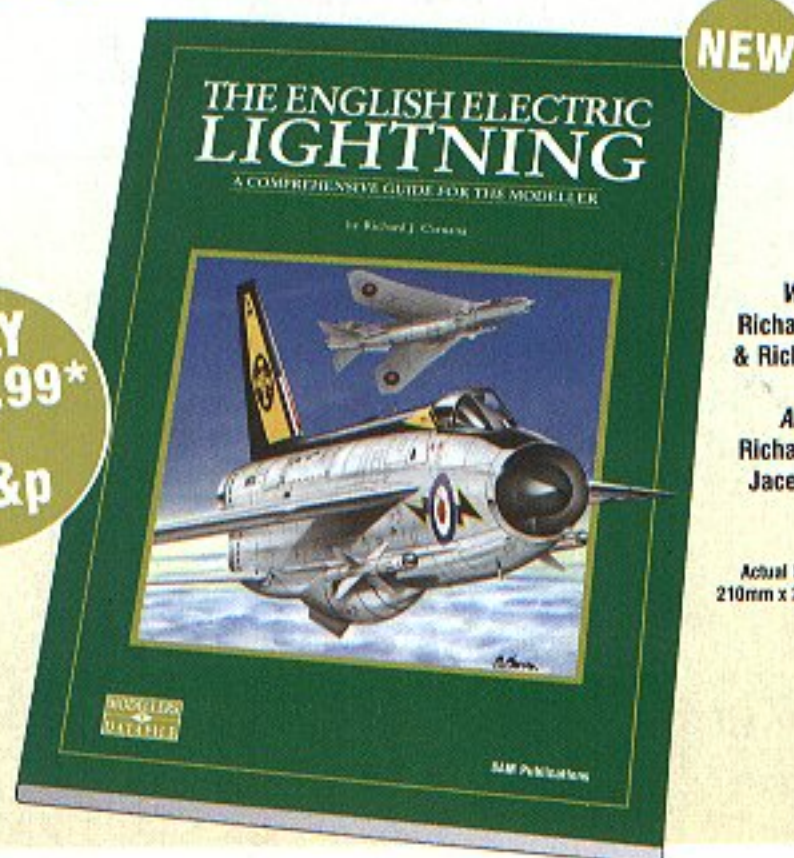
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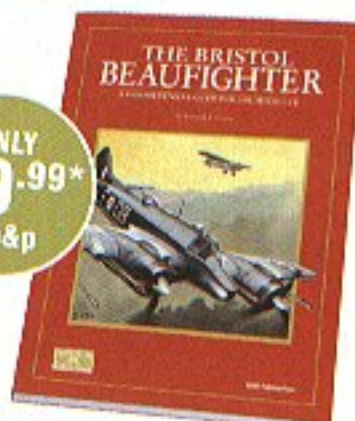
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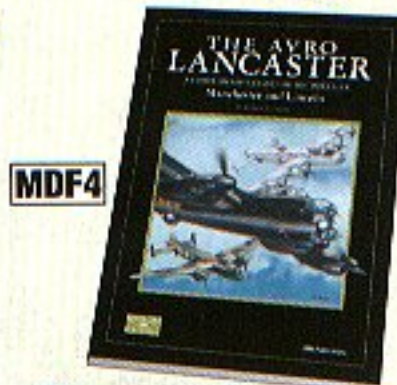
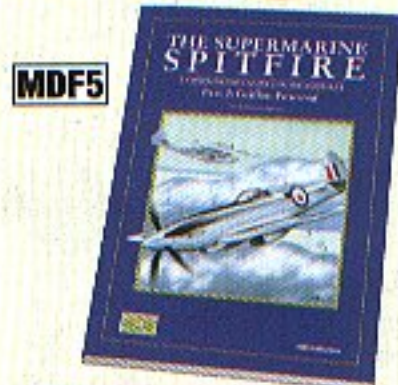
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THE ABERDEEN MODELLERS SOCIETY. Contact David Robertson, 27 Howes Drive, Aberdeen. Tel: 01224 690895.

ABINGDON IPMS. For information contact Simon Fisher Tel: 01993 774034 (not after 9pm).

AIRFIX COLLECTOR'S CLUB. For more information contact Jeremy Brook, 29 Elly Green, Neston, Corsham, Wiltshire. SN13 9TX.

THE ASSOCIATION OF LONDON MODELLERS (Inc. IPMS London). Meet between 7-9.30pm on the last Wednesday of the month in the Camera Club, St. Brides Institute, Bride Lane, EC4. Contact Brian Lay 07813 908 938 or email BRIAN@asofmod.freemove.co.uk.

AUSTRALIAN PLASTIC MODELLERS ASSOCIATION PO Box 51, Strathfield NSW 2135, Australia. Web site WWW.apma.org.au. Meet at Ryde City Bowling Club Auditorium, Blaxland Road, Ryde. Contact Tel: (02) 98083215 email: sljenkins@apma.org.au.

AVRO LANCASHIRE IPMS. Contact Ian D. Southwood on 01706 224 798 or Email: ianD@KSouthwood.freemove.co.uk

IPMS AVON meets at the Rotunda Club (Avon Suite) on the third Wednesday of the month at 20.00hrs. For more details contact Phil, Tel/Fax: 01454 850119, Email: ipmsavon@aol.com.

BIRMINGHAM IPMS. For more details call 0121 550 0515.

BAY MODELLERS CLUB, Bay of Plenty, New Zealand. Contact Peter Cock on (NZ) 07-575-6517 or Email FI-SH@extra.co.nz

BANBURY SCALE MODEL CLUB. Contact Reg Gray on 01295 264875.

BARNET IPMS. Contact Pete Stern (Secretary) on 020 8449 7854.

BRIDLINGTON & WOLDS SCALE MODEL CLUB meets at the Parade Public House, Bridlington on the second Monday of each month. For more information contact Kevin Dolman 01377 255594 or Malcolm K. Stockhill 01262 677394

IPMS (CANADA) LONDON. Contact Kerry Traynor on 1-519-453-4818.

IPMS CAPE PENINSULA (SOUTH AFRICA), Cape Scale Modellers Club. Contact Marc Gilliers Tel: 021 671 5595 or 083 444 9471.

CHELMSFORD MODEL CLUB. Harway House, Rectory Lane, Chelmsford. Contact Michael Tel: (01245) 611548.

CHAPITRE REAL COTE (Montreal, Canada). For information contact Jean Marc Perreault. Tel: 450 659 5241 Email: jmarcp@megaweb.ca

CHILTERN SCALE MODEL CLUB. (Incorporating IPMS Chiltern) meet first Wed. of every month at Shefford Memorial Hall. New members welcome. Contact John Chapman 01234 317763

THE CLACTON BRANCH of the IPMS. Contact Peter Terry on 01255 428653.

IPMS CLEVELAND. Contact Mike Burns on 01642 592357 or Gary Stevenson on 01642 490689.

IPMS TYNESIDE meets at St. John's Church Hall, Newcassle-upon-Tyne the 1st & 3rd Monday of each month. Contact Rob Sullivan Tel: 01207 561971.

COVENTRY AND WARWICKS IPMS. For more details contact Carl Lewis, Midland Air Museum, Rowley Road, Coventry Airport, Bagington. CV8 3AZ.

CORNISH SCALE MODELLER'S SOCIETY. For more details contact Tim Rowley (Chairman); 45 Bodriggy St, Hayle, TR27 4ND Tel: 01736 757945 or Alan Jennings (Secretary) 5 Collymore Parc, Goldsithney, TR20 9LY. Tel: 01736 710033.

DERBY CITY MODEL CLUB. Contact Gavin (10am to 6pm Saturdays) on 01332 757873 (Tel/Fax) or Julian (evenings) on 01332 514193.

IPMS DERBY & DISTRICT. New branch secretary: Nick Allen, 8 Oakwood Close, Stenson Fields, Derby. DE24 3ET

IPMS-Deutschland e.V. Contact: Günther Lindow, Bergengrabenstrasse 5-7, 14129 Berlin, Germany. Email: Volker.Helms@t-online.de.

EAST KENT MODEL CLUB meets in Ramsgate. For details contact Stu Davies on 01843 867404.

UMS (UNIVERSITY MODELLING SOCIETY) BIRMINGHAM meets every Thursday at Centre 13 Community Centre, School Road, Moseley, Birmingham.

BRAMPTON SCALE MODEL CLUB (Incorporating IPMS Brampton). Contact, Sam Bratby, 39 Ermine Way, Sawtry, Huntingdon, Cambs. PE17 5UQ. Tel: 01487 830689.

I.P.M.S. BOLTON. For more details contact David Swift on 01204 695375 or Ray Ashworth on 01204 669770 or e-mail the club at: ipms.bolton@btopenworld.com

EAST MIDLANDS MODEL CLUB. Contact Gordon Upton on 01455 230952 (day) or 01455 878722 (evenings).

EAST NEUK MODELLING CLUB For more information contact Brian on 01334 655131 or Dave on 01334 652439.

IPMS ESSEX/HARLOW. For details and an information sheet, please ring Steve Hubbard on 020 8514 3840 or 0860 228194.

ESSEX SCALE MODEL SOCIETY For more information contact Dave on (01245) 604552.

AERO SPACE & VEHICLE Club Wombourne, Nr Wolverhampton. For details contact J. Van Leerzem on 01384 278600.

IPMS Avon. Contact Andy Hills (01454 518085) or Phil Evans (01454 852133).

CLUBS & SOCIETIES



EASTERN SUBURBS SCALE MODEL CLUB (ESSMC), Box Hill, Vic, Australia. For more details contact Pete McKinnon, 61+3 9725 5480 or write to: 33 Clegg Ave, Croydon, Vic 3136, Australia.

"FAMAS" (PRONOUNCED "FAMOUS") Journal of the Frog & Airfix Model Aircraft Society. Contact: FAMAS, 35 Rosebery Road, Salford Park, Croydon, Norfolk, NR27 0BX.

IPMS FENLAND/SPALDING MODEL GROUP. Contact Mr B. Pickering 01775 710465.

GLASGOW IPMS. Non-IPMS members welcome. Contact Bruce Smith on 0141 563 2098.

GLOUCESTER IPMS. Contact Jeff Brown, 123 Pleasant Way, Beeches Park, Cirencester, GL7 1BJ. Tel: 01285 659254.

GRANTHAM MODEL CLUB. Contact John Tindler on 01476 870816 or Craig Gardner on 01476 401483.

IPMS GREECE (CORFU BRANCH) Contact 0030 661 41506 or Fax 0030 661 41114.

GUERNSEY PLASTIC MODELLERS GROUP. Contact Dave Nash, 7 Pierre Perceé Villa, Prince Albert Road, St Peter Port, Guernsey, GY1 1EZ. Tel: 01481 728186.

THE HARROW MODELLING SOCIETY. Contact Roger on 020 89976051 for more details or visit www.harrowmodellingclub.co.uk

HOBBY DEPOT MODEL CLUB. Contact M. Fuller, 1524 Est Summer St., Hartford, WI 53027, USA.

IPMS HORNCHURCH. New Club Secretary: Dave Ryan, 36 The Lintons, Linton Road, Barking, Essex, IG11 8HS. Tel: 020 8594 4670.

ISCA SCALE PLASTIC MODEL CLUB - East Devon. Contact Mr K. Sweeting 10, Old Barn Close, Stoke Canon, Exeter, Devon, EX5 4AD.

IPMS KENT. For full details please contact Ken Withey, 8 Belmont Road, London, SE25 4QF. Tel: 0208 654 8531 Email: kenwithey@btinternet.com.

IPMS KINGSTON (CANADA). Contact Tony on 389 4878.

IPMS PROVINCES OF FRANCE. The URL for IPMS Provinces of France changed to <http://www.mutimania.com/ipmspd/index.htm>

IPMS SOUTH AFRICA. For further details contact Colin Burgess on 011 462 3549 or Email albertm@global.co.za or visit or Web site at www.kimberley.co.za/ipmsa.

IPMS SOUTH EAST LONDON please ring Paul Brack on 020 8650 6504 or Alan Partington on 020 8697 6929.

IPMS SOUTHAMPTON. For more details contact Nigel Robins on 02380 582808.

IPMS STE HELENE (Montreal, Canada). For information contact Jean Marc Perreault. Tel: 450 656 7243.

IPMS TORONTO (CANADA). Contact IPMS Toronto, 3219 Yonge St., Suite 334, Toronto, Ontario, M4N 2L3, Canada.

IPMS WESSEX. For more details contact Karen Robins on 02380 582808.

WEST MIDDLESEX Scale Model Club. For more information contact Don Sharpe on 01932 788548 or Tony Horton on 0208 3843840.

IPMS YU-VUJODINA (Yugoslavia). Contact Nenad Mikisev, Bulevar Veljka Vlahovica 56/10, 23000 Zenjanin, Yugoslavia. Email: modellart@ptt.yu

JUNIOR MODEL CLUB. Midland Air Museum, Baginton, Coventry. For more information contact Dianne James. Tel: 024 76301033

KEMPSTON & DISTRICT SCALE MODELLING CLUB. Meet twice a month on alternate Tuesday evenings at Southfield Community Centre, Kempston, Beds at 7pm. All welcome, irrespective of skill levels. Contact Tony Issett on 01234 852780

KINGS'S LYNN SCALE MODEL CLUB dealing with all aspects of modelling. We meet on the second Wednesday of the month in the 'Workers Club' in King's Lynn at 19.30. For more information ring Mike Condra 01553 827126 or David Crump 01553 673744.

LINCOLN MODEL CLUB (IPMS Lincoln). For more information, contact Ian Crawford on 01522 533380.

KAIMAI BRANCH IPMS (NZ). Contact Peter Cook at bmc-ipmsnz@xtra.co.nz or Tel: 07 5756 517

KEIGHLEY PLASTIC MODEL SOCIETY contact John on (01535) 665722.

LEEDS IPMS. Meets 2nd Friday each month at Netherton Working Mens Club, Netherton Lane, Netherton, Wakefield. Contact Mike Robson on 01484 350612. michael.robson@ntlworld.com

LOTHIAN MODELLERS CLUB and Edinburgh IPMS. For details contact Ian Hanratty on 0131 665 4087.

MARITZBURG MODELLERS CLUB, South Africa. Contact Andy Williams 0331-961-850 or Alan Farre 0332 306446.

MANCHESTER IPMS Contact Karen Cunliffe on 0161 343 5475 or Bernard Chadwick 01942 675277 for discussions or further details.

MEDWAY MODELLING CLUB, Gillingham, Kent. Contact Harry Greenwood 01634 829531 (daytime) or Bill Clark 01795 426686 (after 7pm).

MERCIA SCALE MODELLERS (Incorporating IPMS Mercia). For more information contact Simon Mepstead, 7 Pembroke Way, Nuneaton, Warks. Tel: 02476 745551.

MERSEYSIDE SCALE MODEL CLUB (IPMS) meet first Tuesday of the month at the Royal British Legion, Crosby Road North, Waterloo. L22 0LG.

MILDENHALL PLASTIC MODEL CLUB. For information contact Peter on 01638 742354.

MILTON KEYNES MODEL CLUB. Contact Phil Smith on 01908 505988.

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ALLROUND MODELLING Society Eeklo. The Modelbouw Eeklo website has changed from www.ping.be/modelbouw-eeklo to <http://users.compaqnet.be/modelbouw.eeklo>.

IPMS NENE VALLEY. For more details contact Dan Richards on 01733 572898.

NORTH NORFOLK MODEL GROUP. For more information contact P. Pegg on 07760 433734.

NORFOLK SCALE AIRCRAFT MODEL GROUP. For information call John Turner on 01603 890595.

NORTH ESSEX MODELLERS. Ring Jerry Baker on 01206 855080 or Mark Harris on 01206 842694 for details.

NORTH SOMERSET MODELLERS SOCIETY. For more information ring Fred Tooka on (01934) 416798.

NORTH STAFFS MODEL CLUB. Contact Stefan on 01782 618181 or Phil on 01782 544612 for details.

NORWICH SCALE MODEL GROUP. For more information please contact John Turner on 01603 890595.

NOTTINGHAM AND DISTRICT IPMS. Contact James Downham, 17 Quantock Close, Nottingham, NG5 9QA or Tel: 0115 2696799

IPMS GREATER PETERBOROUGH MODEL CLUB For more details contact Keith Boucher, Tel: 01733 242683

THE PENSNETT MODEL MAKERS SOCIETY. For more details contact John Boucher on 01384 834437.

PLYMOUTH SCALE MODEL ASSOCIATION. Contact Roger Haskell on 01752 267527 after 6pm.

PMC KOELN E.V., Germany. For more information contact Michael Winkler, Mertener Str.6, D-50321 Brühl, Germany or Email: nc-winkler@netcologne.de

POOLE SCALE MODELLERS Contact Malcolm on 01202 694037.

POOLE VIKINGS MODEL CLUB (Incorporating Dorset IPMS). For more details contact Paul Moores on 01202 483832.

ROBERTSBRIDGE AVIATION SOCIETY MODEL Club. Please contact David Morrice, 27 Derwent Drive, Tunbridge Wells, Kent. TN4 9TB Tel: 01892 520856

ROMSEY MODELLERS meet third Thursday of the month at the The Red Cross Hall, Great Well Drive, Romsey. For further information contact Les Cooper, 28 The Tyleshades, Romsey. SO51 5RJ. Tel: 01794 522968.

SALISBURY IPMS. Please contact: Peter James, 'Lithlorien', 18 Ilyton Avenue, Firsdown, Salisbury, Wilt, SP5 1SH. Tel 01980 882403.

SHROPSHIRE SCALE MODELLERS (IPMS Telford). Contact Gary Stevens, 8 Whitmore Road, Shrewsbury, SY1 3BT.

THE SILICON VALLEY SCALE MODELERS meet at the Los Altos Public Library, Los Altos, California on the third Friday of every month. For more details contact Chris Bucholtz on (408) 723 3995 or Email bucholtz@aol.com.

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SOUTH CHESHIRE M.M.C. (Crewe). Meet every other Wednesday at the Crosville Social Club in Crewe. For more details contact Phill Podmore, Tel: 01270 256 880.

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SOUTH SHORE IPMS, Pembroke, MA (USA). For more details contact Bob Burnside Tel: 617 659 4883.

IPMS SPAIN (Amigos Modelistas Placentinos), Apdo. de Correos 287, 10600 Plasencia, Spain. Contact Julian Herrero Email: mig21@retel.es.

ST. EDMUNDSBURY SCALE MODELLERS. Contact Rod Jones (Secretary) on 01284 - 766104.

STAFFORD IPMS MODEL CLUB. For information contact: Terry Campion, 3 Leedhams Croft, Walton-on-Trent, Swadincote, Derbyshire, DE12. Tel: 01283 713602.

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SUNDERLAND SCALE MODEL CLUB meets in Fulwell, Sunderland. Contact Peter Hall 0191 513 0489 or David Dykes 0191 548 7777.

SUSSEX MODEL GROUP. For information please contact 01403 782638.

NORTH SURREY MILITARY MODELLING GROUP For more information contact Keith Goldsworthy on 020 837327886 or Kevin Jarrett on 020 83938534. Alternatively you can Email the club at nsmmc@cwcom.net

SUTTON COLDFIELD MODEL MAKERS' SOCIETY For more information contact Robert Day, 'Ashgrove', Diddley Lane, Filongley, Coventry, CV7 8DD. Tel: 01676 540469.

SWANSEA MILITARY MODELLING SOCIETY. Held in Morriston, Swansea on the second Wednesday of each month. Contact Keith Ryder (Branch Secretary) on 01792 815710 or Email keith_ryder@hotmail.com

TAYSIDE MODELLING SOCIETY. Details from Keith Herd, 38 Ashgrove, Perth. Tel: 01738 629555 (Sorry no under 16's).

IPMS/USA SUPERGLUERS OF SAN ANTONIO, TEXAS, USA. For more information contact Thunderbolt Hobbies (Tel: [210] 736 0768) and ask for Bob Kelly, Ian Hemmings or Skippy Harris.

THE OKLAHOMA HISTORICAL MODELERS SOCIETY. For more information contact David Kimbrell at ivandak@aol.com or Rick Jackson at rjackson@socket.net.

THURROCK SCALE MODEL CLUB. For more information please contact John Davies on 01375 406895 or Steve Moore on 0708 853139.

THAMES VALLEY SCALE MODELS CLUB. For further details please contact Keith Sherwood on 01494 533778.

WALLINGFORD (IPMS). For more details contact Club Secretary Phil Golding on 01491 201827 or George Clark on 01491 201902.

WARRINGTON (IPMS). For details contact Dave Foxall on 01925 825619.

WATFORD MODEL CLUB. For more info. contact Nigel Foster on 01525 384875.

WEST MIDDLESEX IPMS. Contact Les Clancy on 01784 465191 or Tony Horten on 020 8384 3840 for details.

WEST RIDING IPMS. For more information contact the Club Secretary, Chris Norfolk on 0113 2176325 or Email: cnorfolk@cwctv.net.

YORK & DISTRICT PLASTIC MODELS SOCIETY. Contact Chris on 01430 873408 or Joel on 01904 766895.

New Model Clubs Forming

SIGPMA A NEW SIG for all those interested in Portuguese Military Aviation. Contact: P.O. Box 52054, 4202 - 801 Porto, Portugal. Email: ruikom@mail.telepac.pt

YU AVIATION SIG. Please note that this group's Email address has changed from modellart@ptt.yu to yasig@eunet.yu. The group also has a new postal address; Nenad Mikusev, Novosadskog Sajma 16/301, 21000 Novi Sad, Yugoslavia.

YUGOSLAV AVIATION SIG discussion board at <http://disc.server.com/58276.html>.

I AM CURRENTLY TRYING TO REVIVE the 1/144th scale military aircraft SIG. If anyone is interested in joining please contact David Campbell, Faircroft, 3 High Street, Stanwick, Northants, NN9 6QA or Email David.Campbell@Tesco.net.

Special Interest Groups (SIGs)

AXIS EAGLES - World War II Axis Aircraft Special Interest Group meets bimonthly at Ashburton Library, 154 High Street, Ashburton, Victoria, Australia. For more info. contact axiseagles@ozemail.com.au or jibaxter@techno.co.au

IPMS GULF WAR SIG. For more details contact Gary Madgwick, Brook Barn, Letcombe Regis, Wantage, Oxon, OX12 9JD. Tel: 01235 769746. Email: gary.madgwick@btinternet.net.

THE ANZAC SIG is forming covering Australian, New Zealand, Canadian, UK and Commonwealth Military subjects post 1960. For more information contact Gary Madgwick, The Aviation Workshop, Brook Barn, Letcombe Regis, Wantage, Oxon, OX12 9JD. Tel: 01235 769746.

The IPMS Racing & Record Aircraft SIG. For more information about the SIG and our quarterly newsletter ('Bent Throttles') contact Anders Brunn, Bradstupsvagen 21, SE-129 39 Hagersten, Sweden. Email: anders.brunn@telia.com.

WORLD WAR ONE SIG has a new website at <http://www.users.globalnet.co.uk/~ipmsuk/wingswiresig.htm>

WINGS 'N' WIRES. IPMS World War I Aircraft SIG. Contact Joel Christy, 35 North Lane, Haxby, York, YO32 3JS

IPMS UK Fleet Air Arm Special Interest Group. For more details contact Steve Hubbard on 020 8220 3638. email: faasig@msn.com

IPMS (UK) WEB site at <http://www.users.globalnet.co.uk/~ipmsuk>. Contact Sue Allen, 8 Oakwood Close, Stenson Fields, Derby, DE 24 3ET. E-Mail sue@ipmsuk.globalnet.co.uk.

8TH USAAF IN WWII SIG being started. Please contact either Mr L. Wells, 17 Helford Drive, Broadlands Park, Paignton, South Devon. TQ4 7NL. Tel. 01803 844977, email: wellzy_2002@yahoo.com, or Mr R. Gray, 92 Prospect Avenue, Pye Nest, Halifax, West Yorkshire. HX2 7HP, email: trebor@yarg1861.freemove.co.uk for more information.

Diary

Events Diary At A Glance 2002

November 30th ■
Elsacar Model Show.

December 8th ■
Midland Air Museum Model Fair.

January 5th ■
Croydon Airport Aeronautical Collectors' Fair

January 19th ■
3rd Annual Bolton Model Bonanza

January 26th ■
Modelkraft 2003 - IPMS Milton Keynes

February 9th ■
'Yorkshire 2003' Model Show, Huddersfield.

February 22nd ■
Fleet Air Arm Museum Model Show.

February 23rd ■
Chiltern Scale Model Club Show, Biggleswade.

March 8th-10th ■
Model Expo 2003 Melbourne, Australia

March 29th ■
Aerofumble at Shoreham Airport, West Sussex.

April 5th ■
Poole Vikings Model Club (IPMS Dorset) Annual Model Show

April 6th ■
Shropshire Model Show at Royal Air Force Museum Cosford

April 25-26 ■
Region Four Convention, Indianapolis (USA).

May 17th ■
IPMS/Gamecocks & Mid-Carolina/IPMS Joint Contest, Lexington, USA.

IPMS (UK) Recorded Events Information Line +44 (0)1332 776 776

2002

● November 30th. Elsacar Model Show at Elsacar Heritage Centre, Wath Road, Elsacar, Barnsley. 10am - 4.30pm. For further details contact Martin Blundell on 01226 753649 or Roger Evans 01226 203784.

● December 8th. Midland Air Museum Model Fair.

2003

● January 5th Croydon Airport Aeronautical Collectors' Fair at Croydon Airport Terminal Building. A.23 Purley Way, Croydon, Surrey. Starts 10.30am. For info phone/fax 01737 822200

● January 19th 2003, 3rd Annual Bolton Model Bonanza at Adlington Community Centre, Railway Road, Adlington, Lancs. Competition, Trade Stands, Refreshments, Free Parking, for details contact David Swift on 01204 695375 or Ray Ashworth on 01204 669770 or e-mail at: ipms.bolton@btopenworld.com

● January 26th Modelkraft 2003 - IPMS Milton Keynes. Bletchley Leisure Centre, Milton Keynes.

● February 9th 'Yorkshire 2003' at Huddersfield Sports Centre hosted by IPMS Leeds. 10am to 5pm. Contact Mike Robson 01484 350612 or email: michael.robson@ntlworld.com

● February 22nd Fleet Air Arm Museum Model Show, Yeovil, Ilchester, Somerset. For details of the show contact The Marketing Department on 01935 842619 or 842614 or email: enquiries@fleetairarm.com

● February 23rd Chiltern Scale Model Club Show. Stratton Upper School, Biggleswade, Bedfordshire.

● March 8th-10th Model Expo 2003 and the Australian Open Plastic and Scale Modelling Championships will be held in the Exhibition Centre Hall 1, Plummer Avenue, Royal Melbourne Showgrounds, Epsom Road, Ascot Vale, Victoria. For details write to Model Expo 2003, c/- IPMS Australia Inc., GPO Box 1187, Melbourne 3001 Australia, or telephone Graeme Dodd (03) 9808 0341 or Ian Vale (03) 9873 4256 or e-mail IanVale@bigpond.com.

● March 29th Aerofumble at Shoreham Airport, West Sussex. Gates open at 10.00am. Contact 01424 440644 or email: aerofumblesuk@andysaunders.freese.rve.co.uk

● April 5th Poole Vikings Model Club (IPMS Dorset) Annual Model Show at Poole Grammar School, Gravel Hill, Poole, Dorset between 10.00 am and 4.30 pm. Admission Adults £2.00, Children and Senior Citizens £1.00 and Family tickets £4.00. Free Car Parking. For further information contact Andy Sweet on Bournemouth (01202) 743494. Or e-mail: poole.vikings@virgin.net

● April 6th Shropshire Model Show at Royal Air Force Museum Cosford. 10am to 4pm in all three hangars. Contact 01902 376200 for details.

● April 25-26, Region Four Convention sponsored by IPMS/Roscoe Turner, Indianapolis, Indiana. Four Points Sheraton 7701 E. 42nd St. (I-465 @ SR 67/Pendleton Pike). Contact Ken Kindler, 7763 Prairie View Ln, Indianapolis, IN 46256 (317) 570-1796 Email: kindler3@comcast.net

● May 17th IPMS/Gamecocks & Mid-Carolina/IPMS Joint Contest, Lexington, SC, USA. For more information contact: Paul Lovell, 3120 Georgia St., Dalzell, SC 29040 USA, 803-469-0734, dogfighter@ftc-i.net

Events - Scale Aviation Modeller International will advertise forthcoming events in this column free of charge for event organisers who wish to give advance notice of their shows. We will continue to run your notice until the event is held, space permitting.

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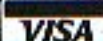
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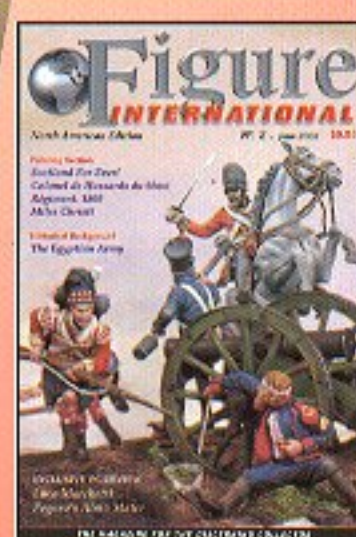


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